PORT OF MANCHESTER.

ANNUAL REPORT

OF THE

Medical Officer of Health

TO THE

PORT SANITARY AUTHORITY,

1908.

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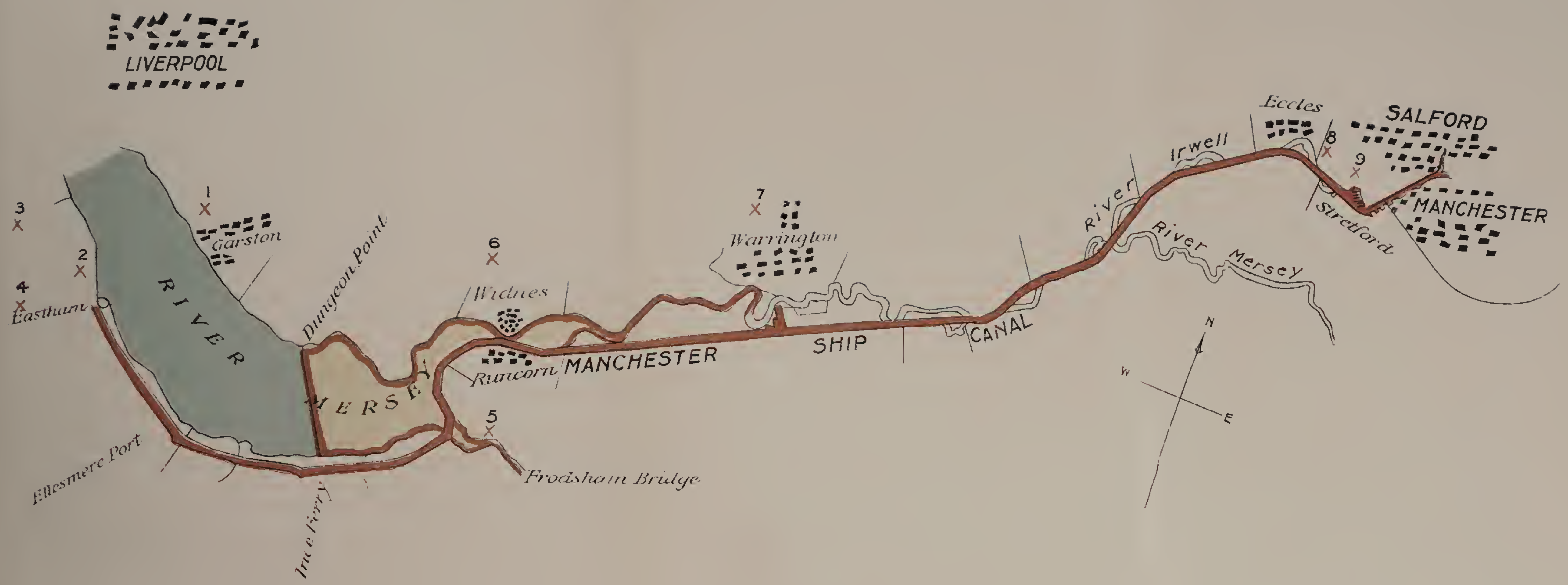

PORT OF MANCHESTER.

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2. Liverpool Cholera, Plague and Yellow Fever Hospital.
3. Wirral Small-pox Hospital.
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6. Widnes Infectious Diseases Hospital.
7. Warrington Infectious Diseases Hospital.
8. Salford Infectious Diseases Hospital.
9. Salford Small-pox Hospital.

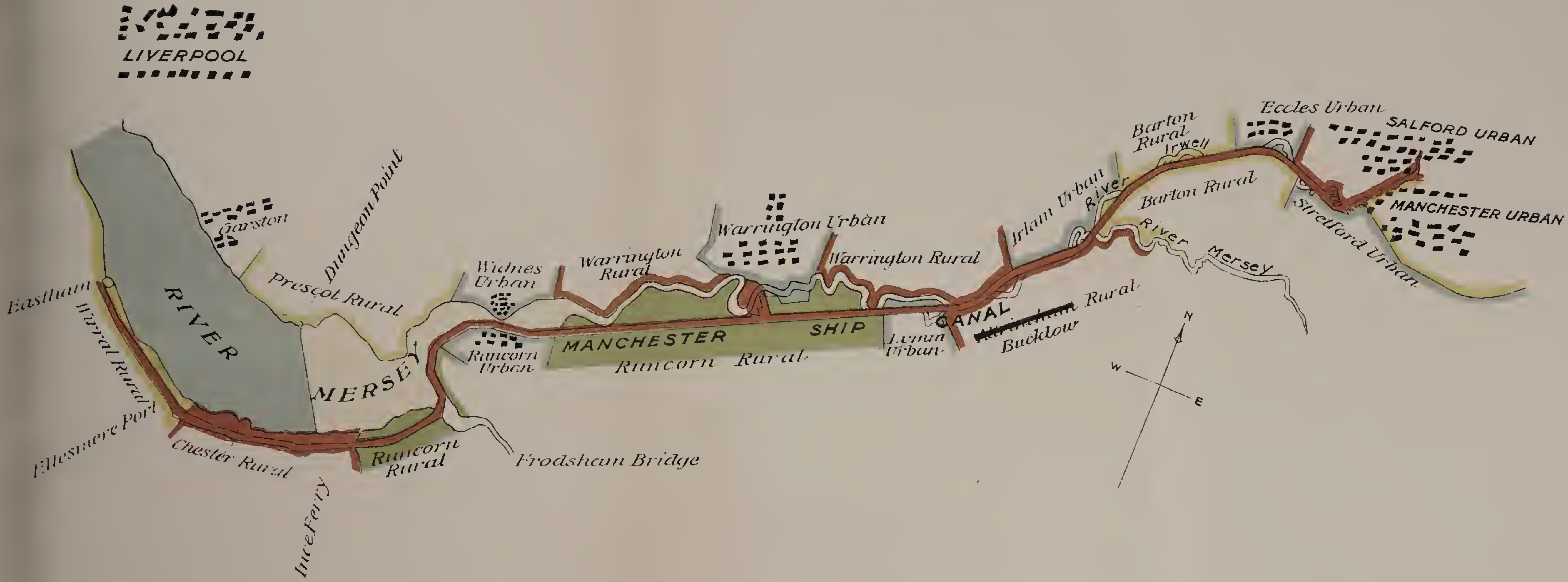

CHART SHOWING THE SANITARY DISTRICTS ABUTTING ON THE
PORT OF MANCHESTER

PORT OF MANCHESTER.

To the Chairman and Members of the
Port of Manchester Sanitary Authority.

Gentlemen,

It is my privilege to present to you the Annual Report for the year 1908, this being the third I have compiled and the twelfth in the series.

It is a pleasure to note that the Port has been comparatively free from Infectious Disease during the year; Typhoid, as is usual, having been the one mainly dealt with. I have directed attention to the publication by the Local Government Board of an amended Cholera, Plague, and Yellow Fever Order for the Ports of Manchester and Liverpool, and explained the difference in the working of this compared with the old Order.

The Unsound Food Regulations, issued under the Public Health (Regulations as to Food) Act, 1907, came into force on the 1st November, but I am pleased to state that very few modifications in the procedure already adopted were required as a consequence of this. I have, however, thought it well to refer at some considerable length to the work of Food Inspection at the Port, as I feel sure that it is only by acquiring a knowledge of the immense detail involved that one can expect to obtain a thorough understanding of the obligations of the Department in this direction.

In the departure of Mr. W. Sugden, to take up an appointment as Food Inspector to the Liverpool Port Sanitary Authority, the Authority has lost the services of a very efficient Officer. His place has been filled by Mr. G. W. Mason.

I have the honour to be,
Yours faithfully,
W. F. DEARDEN,
Medical Officer of Health.

Medical Officer's Department,
15, Salisbury Buildings,
Trafford Road,
Salford.
March 29*th*, 1909.

MANCHESTER PORT SANITARY AUTHORITY.

The Authority is composed of the following Members— :

Mr. Alderman Walton Smith, J.P., Manchester, *Chairman.*
Mr. Councillor W. Huddart, J.P., Salford, *Deputy Chairman.*

Mr. Coun. C. G. L. Skinner, M.D., J.P.	Manchester.
„ „ T. Hassall, J.P.	
* „ „ H. Marsden, J.P.	
Alderman Sir Wm. Stephens, Kt., J.P.	Salford.
Mr. Alderman E. Desquesnes	
Mr. Councillor W. H. Barrett, J.P. ...	
Mr. Councillor Thos. Robinson, J.P. ...	U.D. of Stretford.
Mr. Alderman Nathan Parr, J.P. ...	Borough of Eccles. R.D. of Barton-upon-Irwell U.D. of Irlam.
Mr. Councillor Jas. Evans, J.P.	Borough of Warrington. R.D. of Warrington.
Mr. Councillor Geo. Pilling	U.D. of Lymm. U.D. of Runcorn. R.D. of Runcorn, R.D. of Bucklow.
Mr. Alderman G. I. Neil	Borough of Widnes. R.D. of Chester. R.D. of of Wirral.

The Officials of the Authority are as follows ;—

Medical Officer of Health—W. F. Dearden, M.R.C.S., L.R.C.P., D.P.H., 15, Salisbury Buildings, Trafford Road, Salford.
Telephones: Office, 114, Docks; Residence, 45, Urmston

Clerk—A. Holmes, Solicitor, Bexley Square, Salford. Tel. 5927.

Sanitary Inspectors—H. Atkinson, C.S.I. & M.F.I.
W. Richmond, C.S.I., Offices: 36, Leinster Gardens, Runcorn.

Food Inspector—R. Adams, C.S.M.F.I.

**Meat Inspector*—W. Sugden, C.S.M.F.I.

Medical Officer of Health's Clerk—Geo. Whalley, C.S.I.

Office Boy—R. H. Higgs.

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* Mr. Councillor H. Marsden has been succeeded by Mr. Councillor Dagnall.
* Mr. W. Sugden, C.S.M.F.I., has been succeeded by Mr. G. W. Mason, C S.M.F.I.

SICKNESS DURING THE YEAR 1908.

The total number of cases of Sickness reported during the year was 138.

Reported Sickness from 1897-1908 inclusive.,

1897	16
1898	65
1899	46
1900	71
1901	89
1902	144
1903	124
1904	159
1905	109
1906	174
1907	162
1908	138

Information respecting sickness has been obtained, as in former years, from the Liverpool Port Sanitary Authority, the Manchester Ship Canal Shipowners and Medical Practitioners. The extent of sickness prevailing during the voyage has been obtained by the Inspectors in the course of their enquiries.

Particulars of each case of infectious disease are given in Table VI., of non-infectious sickness, injury and death in Table VII., a general summary is given in Table I., and all are usefully classified in Table II.

INFECTIOUS DISEASES.

The diseases notifiable to the Authority under this heading are Smallpox, Diphtheria, Membranous Croup, Erysipelas, Scarlatina, Typhus, Enteric or Typhoid, Relapsing, Continued, and Puerperal Fevers.

TYPHOID OR ENTERIC FEVER.

During the year ten cases have been reported as existing on Manchester bound vessels. Of these one proved fatal on the outward voyage to San Francisco, and the body was buried at sea; another case was landed at Falmouth from an outward bound vessel, and the man died in hospital; three non-fatal cases were treated at foreign ports. Four cases were removed to hospital from vessels entering the port, two from the Salford Docks, one from Pomona Docks, and one from the Irwell Park Wharf. All these cases recovered. The remaining case was brought under the notice of the Medical Officer of Health for the City of Manchester by the Glasgow Public Health Authority, the man having been admitted into the Lightburn Fever Hospital on November 22nd.

On enquiries having been made into the circumstances of the last-mentioned case, it was ascertained that the man had landed in Manchester from an American Port, on November 14th, and had presumedly departed at once for Glasgow. The captain of the vessel had not received any intimation of the man being ill or off duty during the voyage, and, as he was a cattleman, working his passage across, he had no wages to draw, and had therefore not come under the notice of the officials of the Board of Trade. As eight days had elapsed between the man's arrival in Manchester and his being admitted into hospital, and as he was apparently able to leave the vessel and make a long railway journey, it is quite conceivable that his illness should not be brought under official notice. On the other hand it is quite likely that the man was suffering from the earlier symptoms of the disease before landing in Manchester, and as the importance of such being notified to the captain cannot be underestimated, your Medical Officer communicated with the different companies carrying cattle to Manchester, asking them to draw the attention of their captains to the danger arising from the landing of cases in a preliminary stage. It was pointed out that though cases of sickness arising among actual members of the crew could not very well escape the ship's officers, in the case of cattlemen, who were directly under the control of a foreman, unless special precautions were carried out, sickness among such might not come within the knowledge of the master of the vessel. It was recommended that all cases of sickness of any degree should be reported, and that any symptoms of diarrhœa or feverishness should be carefully watched, whether arising among members of the crew or not.

SMALLPOX.

The Medical Officer is very pleased to report that no cases of Smallpox have been brought into the Port, or been notified as having existed on Manchester bound vessels during the year. Careful particulars are taken of all the Ports of departure of vessels bound for Manchester where cases of Smallpox exist, and as vessels have arrived from 149 ports thus infected it may be considered fortunate that no bad results have occurred.

DIPTHERIA.

One case only was reported during the year, this being by a medical practitioner. The patient was removed to Ladywell Sanatorium, and was discharged cured in a comparatively short time.

CHOLERA, PLAGUE, AND YELLOW FEVER.

A draft copy of the Local Government Board Regulations, specially applying to the Ports of Manchester and Liverpool, for the prevention of the importation of Cholera, Plague and Yellow Fever, has been received by the Clerk, and carefully perused by the Medical Officer. This new Order is a distinct improvement on the old one, giving the Medical Officer much more power to deal with any threatened importations of these diseases, and the Authority was recommended to approve the confirmation.

General regulations against the spread of these diseases from home Ports by outward bound vessels were published in 1907, and these are applicable to Manchester and Liverpool, as well as to all the other Ports in the country. The working of these was explained in the Annual Report for that year.

It will be remembered that Regulations applying to all Ports, except the Ports of Manchester and Liverpool, the Ports of Bristol and Gloucester, and the Ports of Harwich and Ipswich, were also issued in 1907, and that the difference between these and the latter were duly commented upon by the Medical Officer in the Annual Report above referred to.

Respecting the Manchester and Liverpool Order, it may be stated that the measures to be adopted against the spread of Cholera, Plague, and Yellow Fever are similar for both our own and other Ports, though, as in the old Order of 1897, there are certain modifications applicable to the Port of Manchester. If your Medical Officer ascertains that a ship is either "infected" or "suspected" on arrival within his jurisdiction, he will be required in either case to order the vessel to withdraw to Liverpool. A "suspected" ship is a ship which has had a case on board during the voyage, and the Master must permit any examination necessary. This general measure will prove particularly useful when the projected arrangements for stationing an Inspector at Ellesmere Port or Eastham have been completed. Information being always at hand as to the expected arrivals of vessels from all infected Ports the presence of an Inspector at the entrance to the Canal would enable a number of important and very necessary enquiries to be conducted directly by a servant of the Authority, and in case of necessity would ensure prompt notification to the Medical Officer. Should a vessel coming from an infected Port be carrying passengers in a filthy or unwholesome condition, or have on board rats which are found to be infected with plague, or where there has been unusual mortality amongst such during the voyage, the Medical Officer will have power to prevent the landing of any person from such vessel until satisfied as to the names and places of destination. These conditions mentioned, can of course, be best and most usefully ascertained at Eastham. In the case of mortality among rats, one of these animals could be forwarded direct from Eastham to the Public Health Laboratory, and the examination be in hand before the vessel would be due in Manchester, or probably an arrangement might be made to have the necessary bacteriological examination conducted in Liverpool.

As regards general provisions, your Medical Officer omitted to mention in his last Annual Report that the Local Government Board exercised powers under the Public Health Act, 1896, in prescribing necessary measures of prevention and securing of notification; which means, generally, powers for the making of Orders and taking of extraordinary precautions from time to time. It should also be mentioned that provision is made, in addition to hoisting the yellow flag within three miles of the shore, for the shewing of night signals by means of lights, and for passengers and crew not leaving the ship without their names and addresses being supplied to the Medical Officer; and also, in case of subsequent change of destination, the supplying within five days, either to Port Medical Officer or the local Medical Officer of Health, particulars as to such change.

A special danger has existed, during the latter part of the year, of the importation of Cholera, owing to the existence of this disease in a very marked degree at St. Petersburg and Cronstadt in the Baltic, as well as at Odessa and several other Black Sea Ports, and in September last a circular letter was received from the Local Government Board drawing attention to the necessity of particular care being taken to prevent such importation. There is a special danger so far as Manchester is concerned owing to its being the centre of such a densely populated inland district, and, as previously alluded to, the main procedure is to either prevent infection coming into the Port at all by stopping and detaining the vessels carrying such in the Mersey, or sending back any such which have already got into the Canal. Although excellent precautions are taken at Liverpool, it has been shewn to be possible that vessels from infected Ports can escape the viligance of the Liverpool Authorities by not notifying their Port of departure at Formby Lightship. In such cases, however, the information as to any such vessel slipping through is telephoned to your Medical Officer by the Liverpool Authorities, and in one case where such occurred the vessel had to be held up at Old Quay, Runcorn, until a complete inspection of the quarters and crew was made by your Medical Officer. In another case the vessel was followed by the Liverpool Port Medical Officer and boarded outside Eastham. In order to perfect the working of the Regulations, your Medical Officer visited the Port Medical Officer of Liverpool, and arranged for the line of procedure which should be taken with respect to Manchester bound vessels. It was decided that no vessels from infected Ports should be allowed to enter the Canal at Eastham without a certificate from the Liverpool Authority of freedom from Cholera infection, and, apart from the slipping through referred to, this plan has worked out very successfully.

As regards the prevention of Plague importation, your Medical Officer has experienced no difficulties during the year. A vessel arrived at Runcorn from San Francisco, and Inspector Richmond ascertained that there had been some considerable mortality among rats during the voyage. Two dead rats were secured and forwarded to the Public Health Laboratory, but neither exhibited any signs of infection with the Plague bacillus. As in former years, attention has been devoted by some owners of vessels coming to the Port to the eradication of rats, but it is to be regretted that this practice is not quite so universal as it might be. It would be a distinct advantage as a preventive measure if vessels carrying grain from such Ports as Karachi, or the River Plate, could be cleared of rats in Manchester. I am again obliged to the Zeba Company, of 13A, Seel Street, Liverpool, for supplying the following table:—

No. of Rats Destroyed in the Port of Manchester, during the Year 1908.

Month.		No. of Vessels		No. of Rats destroyed.
January	...	11	...	759
February	...	11	...	525
March	...	10	...	443
April	...	8	...	750
May	...	8	...	624
June	...	10	...	625
July	...	9	...	1028
August	...	12	...	1033
September	...	9	...	845
October	...	12	...	918
November	...	10	...	780
December	...	11	...	805
	Totals	121		9,135

The following table shews the Ports having communication with Manchester, that have been considered as infected, during the year, with either Smallpox, Plague, or Cholera, also the total number of the Ports of departure infected under the particular heading.

Name of Port	No. of Arrivals	Number of Ports of Departure Infected with		
		Smallpox	Plague	Cholera
AUSTRALIAN PORTS ..	2	—	2	—
CALIFORNIA:				
San Francisco ...	2	—	2	—
CANADA:				
Halifax	6	6	—	—
EGYPT:				
Alexandria	31	31	31	—
INDIA:				
Bombay	1	1	1	1
Karachi	1	1	1	1
SPANISH, PORTUGUESE, AND ITALIAN Fruit Ports	56	56	—	—
SOUTH AMERICA:				
Bahia	13	13	13	—
Rio de Janeiro ...	1	1	1	—
RUSSIA:				
Black Sea Ports ...	3	3	—	3
Libau	4	4	—	—
Riga	29	29	—	29
St. Petersburg ...	2	2	—	2
Batoum	2	2	—	2
TOTAL ...	151	149	51	38

It will be noted that there has been no arrivals from Ports infected with Yellow Fever.

SUMMARY OF THE CASES OF SICKNESS OCCURING DURING THE YEAR 1908.

TABLE I.

Drowning	6
Accidental Injuries (Non-Fatal) :—	38
Wilful Injuries...	1
Cold and Influenza	12
Typhoid Fever	9
Venereal Diseases	8
Whooping Cough	7
Rheumatism (Acute and Chronic)	4
Abscesses	3
Blood Poisoning	3
Hernia	3
Inflammation of Lungs	3
Lumbago	3
Phthisis	3
Pleurisy	3
Boils	2
Bronchitis	2
Catarrh of Stomach	2
Constipation	2
Diarrhœa	2
Gastralgia	2
Heart Disease	2
Malaria	2
Beri-Beri (?)	1
Diptheria	1
Dysentry	1
Epilepsy	1
Heat Apoplexy	1
Inflammation of Stomach	1
Natural Causes	1
Neuralgia	1
Neurasthenia	1

Orchitis	1
Pneumonia	1
Seawater Blisters	1
Tonsillitis	1
Ulceration	1
Tumour	1
Whitlow	1
Total	138

TABLE II.

The diseases thus summarised may be classified as follows:—

Constitutional Disease		18
Diseases of the Alimentary System		13
,, ,, Circulatory ,,		2
,, ,, Integumentary ,,		2
,, ,, Locomotor ,,		0
,, ,, Nervous		3
,, ,, Respiratory		11
,, ,, Urinary		1
,, ,, Lymphatic		1
Specific Fevers		17
Beri-Beri		1
Malarial		2
Influenza and Colds		12
Venereal Diseases		8
Dysentery		1
Natural Causes (verdict)		1
Injuries—Fatal	0	
Non-Fatal	38	
	58	
Wilful	1	
Drowning	6	
		45
Total		138

TABLE III.

The following Table gives the number of cases which were removed to various hospitals, other than those within the Port of Manchester, from Manchester bound ships:

Removed to	Hospital at	Alexandria	1
,,	,,	Algiers	1
,,	,,	Chicoutimi	1
,,	,,	Civita Vecchia	1
,,	,,	Dieppe	1
,,	,,	Elsinore	2
,,	,,	Falmouth	2
,,	,,	Garston	1
,,	,,	Glasgow	1
,,	,,	Holyhead	1
,,	,,	La Rochelle	1
,,	,,	Liverpool	1
,,	,,	New York	1
,,	,,	Norfolk, Va.	1
,,	,,	Philadelphia	1
,,	,,	Plymouth	1
,,	,,	Queenstown	1
,,	,,	Riga	1
,,	,,	San Francisco	1
,,	,,	St. Lucia	1
,,	,,	Stockholm	1
		Total	23

TABLE IV.

The number of cases removed to Hospital within the Port of Manchester:

Removed to Hospital at Manchester and Salford	..	8
,, ,, Runcorn	... ...	2
,, ,, Widnes	... ...	1
Total	...	11

TABLE V.

In this Table are included those who died at sea from Sickness, together with those who lost their lives through Drowning:

Deaths at sea from Disease	.. ..	5
,, ,, Drowning	. ..	1
Total	...	6

TABLE VI.

Particulars of Cases of Infectious Disease on Manchester bound Vessels.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
1908 Mar. 23	*s.s*, Griqua ..	Newport ...	Salford ...	Typhoid Fever ...	A certificate was received from a medical practitioner, to the effect that an Arab fireman was suffering from typhoid fever. Your Medical Officer visited the vessel and gave instructions for the patient to be removed to the Ladywell Sanatorium. The usual precautions against spread of the disease were adopted. The patient left the hospital on July 3rd.
May 13	Monkbarn (ship) ...	San Francisco ...	Runcorn ...	Typhoid Fever ...	The master reported that one of the apprentices was laid up for two weeks, during June, 1907, after leaving Antwerp for San Francisco. The master treated him for typhoid fever, but he died three weeks after, and was buried at sea on July 28th, 1907. All the bedding was thrown overboard, the room occupied by the patient washed and painted out, and the water tanks cleansed and cemented at San Francisco.

Date	Name of Vessel	Where from	Where Inspected	Sickness.	REMARKS
July 8	s.s. Cicero ...	Riga ...	Runcorn and Salford	Typhoid Fever ...	It was reported to Mr. Richmond, on July 6th, that the engineer's steward on this vessel had been unwell for several days, and that a doctor had stated the complaint to be influenza. On July 8th a telephone message was received from Dr. Binns, of Stockton Heath, stating that this man was suffering from typhoid fever. The vessel was on its way to Manchester, and on arrival was visited by the Medical Officer. The diagnosis of typhoid being confirmed, the patient was removed to hospital, and the usual precautions against spread of the disease carried out. The patient left the hospital on September 1st.
Aug. 29	s.s. Spheroid ...	Quebec ...	Irwell Park Wharf	Typhoid Fever ...	Intimation was received from the Health Department of the Eccles Corporation that a case of typhoid fever had been notified as being on this vessel, lying at Irwell Park Wharf. The vessel was at once visited by the Medical Officer and Inspector Atkinson, and it was ascertained that the patient was Leonard Oakes, an apprentice, aged 20. The vessel left Quebec

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					on August 11th, and arrived in Manchester on August 25th. The patient was removed to Ladywell Sanatorium, and the usual disinfection was carried out. He was discharged from the hospital on October 2nd.
Sept. 16	*s.s.* Camoens ...	New York ...	Salford ...	Typhoid Fever ...	The mate reported that on August 3rd, whilst on passage from Rio de Janeiro to St. Lucia, the ship's doctor was taken ill. On arrival at that place, on August 6th, he was taken to a nursing home, suffering from typhoid. The vessel was fumigated throughout by the authorities, and left on August 7th, for New Orleans. On August 11th, the second steward was taken ill. On arrival at New Orleans he was removed to hospital, also suffering from typhoid. All the crew's bedding, etc., was taken on shore for disinfection, and the vessel fumigated throughout. On August 23rd, the patient returned to the ship, his temperature being normal, the vessel leaving the same day for New York, arriving on August 29th, He was confined to his

This number includes 539 still-births which occurred in the practice of doctors, and 349 which occurred in the practice of midwives. The numbers for 1907 were 500 and 318 respectively.

Through the courtesy of the Parks and Cemeteries Committee, and of Registrars of several Cemeteries in Manchester not under their management, the Midwives' Supervising Committee receives a list of all still-births registered for burial. Midwives are required by law to notify all still-births occurring in their practice within 24 hours.

A fairly complete return is therefore available.

Through the Cemeteries' return, 776 still-births were notified; 539 of these were doctors' cases, and 237 midwives' cases. 112 still-births attended by midwives were notified by them alone in addition to the 237 cases returned by the Cemeteries, and also notified by them. There is an increase in the number notified through the Cemeteries, but the return is not yet complete. The midwives have been requested, when notifying a still-birth, to state, if possible, the place of burial. This was given in 306 instances, leaving 43 unaccounted for. An effort will be made in the future to ascertain accurately the place of burial of all still-births occurring in the practice of midwives.

The still-births have been classified in districts; those occurring in the practice of doctors and midwives are shown in separate columns.

This classification shows the percentage of live and still-born children, and the still-birth-rate. The still-birth-rate is calculated on the returns from midwives, as these returns are very complete.

It will be seen that the percentage of still-born children is 3·9; in 1907 it was 3·7, and the still-birth-rate 0·54 per 1,000 of the population in midwives' practice.

The districts in which the still-birth-rate is highest are Crumpsall, Bradford, Ancoats, Withington, St. George's, Moss Side, Ardwick, and Hulme. These are given in order, beginning with the district in which the still-birth-rate is highest. (See Table I on next page.)

TABLE I.—TOTAL NUMBER OF BIRTHS REGISTERED IN 1908; ALSO THE NUMBER OF STILL-BIRTHS OCCURRING IN THE PRACTICE OF MEDICAL PRACTITIONERS AND MIDWIVES, AS OBTAINED FROM THE RETURNS OF BURIALS AT VARIOUS CEMETERIES.

Statistical Divisions		Births Registered	Still-births Classified from Cemetery Returns		Proportion Per Cent.			Total Still-births notified by Midwives	Still-birth-rate per 1,000 of the Population in the practice of Midwives	Total Still-birth-rate return from Cemeteries
			Doctors' Cases	Midwives' Cases	Born Living	Still-born				
						Doctors' Cases	Midwives' Cases			
City of Manchester		**19,041**	**539**	**237**	**96·1**	**2·7**	**1·2**	**349**	**0·54**	**1·20**
I.	Manchester Township	4,129	137	81	95·0	3·1	1·9	98	0·78	1·74
II.	North Manchester	5,673	146	48	96·7	2·5	0·8	86	0·44	0·98
III.	South Manchester	9,239	256	108	96·2	2·7	1·1	165	0·51	1·12
I.	Ancoats	1,547	58	32	94·5	3·5	2·0	40	0·93	1·86
	Central	654	11	10	96·9	1·6	1·5	15	0·60	0·84
	St. George's	1,928	68	39	94·8	3·3	1·9	43	0·75	1·87
II.	Cheetham	1,193	36	4	96·8	2·9	0·3	14	0·33	0·94
	Crumpsall	214	13	3	93·0	5·7	1·3	2	0·21	1·70
	Blackley	288	3	..	99·0	1·0	..	9	0·92	*1·23
	Harpurhey	515	10	1	97·9	1·9	0·2	9	0·39	0·47
	Moston	536	10	2	97·8	1·8	0·4	5	0·24	0·58
	Newton	1,226	27	10	97·1	2·1	0·8	18	0·46	0·95
	Bradford	868	31	20	94·4	3·4	2·2	15	0·59	2·01
	Beswick	425	13	5	96·0	2·9	1·1	7	0·56	1·43
	Clayton	408	3	3	98·6	0·7	0·7	7	0·48	0·41
III.	Ardwick	1,277	42	19	95·5	3·1	1·4	26	0·57	1·35
	Openshaw	973	30	10	96·0	3·0	1·0	19	0·65	1·38
	West Gorton	969	5	2	99·3	0·5	0·2	8	0·25	0·22
	Rusholme and Kirkmanshulme	904	17	1	98·2	1·8	1·0	14	0·52	0·67
	Chorlton-upon-Medlock	1,352	36	16	96·3	2·6	1·1	18	0·32	0·94
	Hulme	2,259	56	50	95·5	2·4	2·1	69	1·10	1·69
	Moss Side	635	25	5	95·4	3·8	0·8	5	0·18	1·05
	Withington	870	45	5	94·6	4·9	0·5	6	0·13	1·09

* Still-births from all sources.

MIDWIVES REPORTED TO THE CENTRAL MIDWIVES' BOARD ON CHARGES OF MALPRACTICE, NEGLIGENCE, OR MISCONDUCT.

During the year the Midwives' Supervising Committee, in considering the various reports submitted to them, decided that *prima facie* cases of negligence or misconduct had been established against four midwives, and reports respecting these were forwarded to the Central Midwives' Board.

The following are the charges on which such action was based :—

1.—Midwife A in January failed to advise calling in medical aid for a serious perineal tear, a foul-smelling discharge with a history of illness and inflammation of the eyes of a child. She failed to visit her cases regularly during the puerperium, and did not carry out antiseptic and cleansing precautions. The temperature and pulse were not taken in two specific instances, death taking place in one of the cases. Her registers were not entered up. The Central Midwives' Board censured the midwife, and requested to be furnished with a report at the end of three months as to her observance of their Rules. This report was satisfactory. In November a complaint was received concerning her, and it was ascertained that she had failed to visit regularly during the puerperium, had not advised calling in medical aid for persistently offensive lochia, had not notified the occurrence of two still-births in her practice, and had not entered certain cases in her register. She was again reported to the Central Midwives' Board, who removed her name from the Roll.

2.—Midwife B failed for three days to advise calling in medical aid for a woman who had rigor, headache, abdominal pain, and foul-smelling discharge. The patient died. The Central Midwives' Board cautioned the midwife, and asked for a report at the end of three months. This report was satisfactory.

3.—Midwife C failed for two days to advise calling in medical aid for a woman suffering from abdominal pain, headache, and feverishness ; also in a complicated presentation case. She failed to take cleansing precautions before making examinations. The Board censured her, and the further report required by them is not entirely satisfactory.

4.—Midwife D resides at a beerhouse. It was considered undesirable for her to practise midwifery from such a house, and she was therefore suspended from practising while residing there. The midwife continued to practise, and did not notify her intention to do so as required by Section 10 of the Midwives Act. Legal proceedings were taken in January, 1909, and she was fined 20s. and costs. The Central Midwives' Board censured her, and request a further report. The period for this has not yet expired.

DEATH OF MOTHER OR NEW-BORN CHILD.

One notification was received of the death of a mother before the attendance of a medical practitioner could be obtained. An inquest was held, the verdict being "Death from Cardiac Syncope."

Notifications of 34 deaths of new-born children have been received, and of these 14 were investigated.

Enquiries were made by the City Coroner into the causes of these deaths. In 24 instances inquests were held and 10 were returned as uncertified.

The causes of death were given as follows :—

	Inquest cases.	Uncertified deaths.
Accidental suffocation	14	0
Atelectasis	3	0
Convulsions	1	0
Defective vitality	0	1
Premature birth	0	9
Want of attention at birth ..	4	0
Hæmorrhage	2	0
	*24	10

* Post-mortem examinations were made in 21 cases.

The districts in which these deaths occurred were:—St. George's, 7 ; Hulme, 5 ; Ancoats, Ardwick, and Chorlton-upon-Medlock, 4 each ; Central, 3 ; Bradford and Openshaw, 2 each ; Blackley, Beswick, and Withington, 1 each.

General Remarks.

The improvement noted in all departments of the work during the last two years has continued, and it is gratifying to see the efforts made by the midwives to do the best for their patients.

The interest taken by them in after care may be judged by the fact that about sixty voluntarily notify weekly to the Medical Officer of Health the births which occur in their practice.

This entails a considerable amount of clerical work, and when it is remembered that those who do it find clerical work exceedingly irksome, the service thereby rendered to the cause of the reduction of infantile mortality is the more appreciated.

The early notification of births thus received enables the health visitor to visit cases immediately after the midwife has ceased attendance, and renders possible an efficient system of after care of both mother and child.

The arrangement has worked well, and there has not been friction between the midwives and the health visitors.

Voluntary notifications of births are, of course, not used in any way for the official supervision work of the midwives.

11,498 women in labour were attended by midwives during 1908, the number attended during 1907 was 11,128.

It cannot be repeated too often that midwives attend more than half the labours in Manchester, and in some of the districts an even larger proportion, and that the way in which their work is done has a great effect on the well-being and happiness of the community.

Any effort which will tend to stimulate their interest in matters affecting their patients is worth undertaking.

Two sets of addresses on the rules similar to those given in 1907 were given in the beginning of the year at the Town Hall, and were well attended. The number of midwives who attended one or more of the addresses was 80, and the average attendance was 19.

In all the districts the midwives report that on the whole the women are making better provision for their confinement in the way of clean clothing, etc. From time to time cases occur where no provision is made either in the way of clothing or cleanliness. Usually in such cases there is also no provision made for payment, and the midwife finds herself confronted with the risk of sepsis occurring in her practice, in addition to the disagreeable business of undertaking work under such conditions and of harassing the patient and neighbours for clean clothing and money.

A few of such cases have been visited at the request of the midwife in attendance. Details of two of these are interesting.

In one case the woman was confined on a couch 18 inches wide. On this she lay after her confinement, the new-born child, according to her statement, sleeping between her and the wall.

This condition of affairs was voluntary. She was not poor ; she had two good beds upstairs but refused to have one brought down as she intended to get up soon. She got up on the second day, and was up daily afterwards. She lay on the couch, but provided a cot for the child.

In another case visited recently the condition of affairs was as follows :—

The woman had been given eight weeks' notice to quit her house as the rent was in arrears. She was turned out of the house on Thursday, and the family, including husband, wife, and four children, were taken in by a neighbour. On Saturday labour began, and on Sunday morning early, the midwife, who had not been engaged, was sent for. When she came she found child and placenta born. There was no provision of any kind in the way of clothing for the child, and it had to be wrapped in paper until a neighbour produced a skip and rags to make into a shirt and napkins. The binder was a piece torn from the only blanket on the bed. The bed was guiltless of sheets.

On Monday at the time of the inspection visit, the provision of a set of clothing for the child was the only change in the situation. The child was clothed as already described. The midwife received 4s. before leaving on Sunday morning, the only money she was likely to get, and that was given only on urgent demand.

The husband was reported to be in regular work, and was earning 18s. a week.

Fortunately, the poorest in the Central districts are now attended by midwives residing in St. Mary's Hospitals, Whitworth Street, or in the Hostel which has just been established in Livesey Street by this Lying-in-Charity. The pupil midwives are trained in district work in this area. It is much easier for these midwives, backed up directly by the authority of the Hospital, to cope with the problems incidental to midwifery among the very poor than it is for an isolated midwife to do so.

Excellent work is being done by these district midwives.

In October of this year the Manchester Mothers' Guild started work in Mill Street Institute, Ancoats. The Guild is run on the lines of the St. Pancras School for Mothers.

Meals are given to expectant and nursing mothers for 2d. per day, and during the lying-in period food is sent, if required, to members. Educational work is also carried on, and there is a Provident Club. The nursing mothers return to have the child weighed regularily until it is a year old.

The midwives report that where patients are members there is a high standard of preparation for the labour as compared with others of their class.

Stimulated by the example of the Mothers' Guild, similar schemes have been started in the Collyhurst district, and in another district of Ancoats.

A centre of such work is wanted in every district, and would do much to raise the standard of preparation required for a confinement and of care to be given to the new-born child. It would be a boon to the midwives.

The question of the supply of midwives after 1910 is not an urgent question in Manchester. In one or two districts there is a shortage, but in others there is an over supply.

97 midwives, who were on the register when the active inspection work began in 1905, still practise.

During the year 18 new midwives notified their intention of practising; of these 11 are continuing during 1909, the others were doing temporary work.

Extract from a Report by Dr. A. Knyvett Gordon, Medical Superintendent of the Monsall Fever Hospital, in reference to the treatment of cases of Puerperal Fever in Hospital during 1908.

PUERPERAL FEVER.

The total number of cases admitted during 1908 is the largest yet recorded, viz., 69, and the death-rate has diminished to 20·3 per cent.

Inasmuch as the admission of cases of Puerperal Septic disease and their treatment on surgical lines is now well established, it seems hardly necessary to give the particulars of each case as has formerly been the custom. I append, however, a few notes on the series taken as a whole, together with an analysis of the fatal cases and of those in which, in addition to the customary disinfection of the uterus, it was thought advisable to open the abdominal cavity. No mention will be made of details which bear only on œtiology, as these can be studied more profitably in the records of all cases occurring in the City, and not of those only which were admitted to Monsall.

Of the 69 cases admitted, 61 (88 per cent.) were treated on admission by disinfection of the uterus. For this purpose the whole surface was first curetted with a sharp instrument, followed by rubbing with swabs wrung out of undiluted Izal fluid, the uterus and vagina being subsequently packed with gauze soaked in a weaker solution of the same germicide. Neither intrauterine nor vaginal douching has been employed at Monsall in the acute stage of any case for 2½ years. Of the 8 cases which were not treated in this manner, one was moribund on admission, and the patient died a few hours later; one had been curetted before admission; in three others the uterus had contracted well, and the procedure was not thought to be necessary. In the remaining four instances, the patients were not admitted until the acute stage had passed, though they were suffering somewhat severely from later complications of the disease.

As regards the bacteriology of the cases, a detailed examination was made in 61 instances. Of these, the infecting organism was found to be a streptococcus alone in 51. In three, bacillus coli communis was present alone, and in two more in conjunction with a streptococcus, and in one with B. proteus. The pneumococcus was found alone in one case, and staphylococci of one kind or another in three more. All these organisms were found in cultures taken from the interior of the uterus on admission.

On the assumption that the incubation period of Puerperal Sepsis, except in rare instances, does not exceed 48 hours, infection took place at the time of delivery, or immediately after, in 27 cases out of the 67 in which an accurate history was obtained, and in the remainder during the puerperium. Though a medical man was present at the confinement in the majority of these 40 cases, he would not, as a rule, have occasion to make an internal examination at visits paid subsequent to the confinement, so he cannot very well be held directly responsible for the infection of the patient. It is important to bear this point in mind, as it is within my experience that the medical attendant has often either received or assumed blame for these later infections.

The average time elapsing between the onset of the septic symptoms and the admission of the patient to hospital was 5·44 days, which is one day longer than in the 1907 cases. It is much to be regretted from the clinical point of view that this interval is so long, as there can be no doubt that the success or otherwise of the surgical treatment and of the skilled nursing which are obtainable in hospital depends to a great extent on the time at which they become available. The great majority of our patients have not been adequately nursed before their admission, and many have shown signs of great neglect in the shape of bed-sores and ulceration of the mouth.

In seven cases, the infection followed severe laceration of the uterus or vagina from the use of forceps at the time of delivery. In one case, on the other hand, the laceration appeared to be due to the omission to accelerate delivery by their employment.

The cause of death in the 14 fatal cases was of follows:—

In one, Pneumonia; here there was a history of chronic bronchitis previous to confinement.

In one, Pulmonary Tuberculosis, of old standing, which became much worse after confinement.

In six, General Peritonitis, in five of which the condition was present on admission.

In one, severe lacerations following the use of forceps.

In one, intense inflammation of the uterus, for which hysterectomy was unsuccessfully performed.

In one, Pelvic Peritonitis.

In one, Generalised Septicæmia.

Two more patients were moribund from Generalised Septicæmia on admission, and died a few hours later.

In addition to the operative treatment required for disinfection of the uterus as previously mentioned, the abdominal cavity was opened in the following 14 cases:—

Generalised Suppurative Peritonitis was present alone in eight cases. In one of these, the general condition did not admit of anything further than simple drainage of the peritoneal cavity through the abdominal incision; this patient died 48 hours later. In three more instances, drainage was established also through an incision through the posterior vaginal fornix; in two of these, multiple abscesses of the uterus were present, but the patients' condition did not permit of hysterectomy being performed also. All of these died.

In four more cases, pyosalpinx was present in addition to General Peritonitis, and the diseased tubes were removed, drainage being established also through the vagina. Three of these recovered, in one of which there was also a small suppurating ovarian cyst, which was removed with the appendages.

In the next group, Pelvic Peritonitis of a severe type was present, but the upper part of the peritoneal cavity was not affected. One of these patients was in extremis, and was treated by vaginal incision and drainage only. She did not recover.

In two more, abscesses of the uterine wall were present, and the patients were treated by combined vaginal and abdominal drainage with packing off of the uterine area from below with large quantities of antiseptic gauze; these recovered. One other patient was treated by abdominal drainage with simple ligature of one Fallopian tube; she recovered.

In the next group, the uterus was removed on account of its intensely septic condition, in each case abdominally; one patient recovered and one died.

These operations were of necessity performed in the acute stage of the illness, and at a time, therefore, when the inflamed condition of the parts rendered the procedures more than usually difficult. The resistance of the patients was also lowered in each case by pyrexia of some days' duration. I wish to make it clear that, whenever possible, abdominal operations were avoided in the acute stage of Puerperal Sepsis, and that they were only undertaken when the condition of the pelvic organs constituted an obvious and immediate risk to life. Almost every patient suffered from pelvic inflammation of some degree during residence, but the great majority recovered without operative treatment other than that required for the disinfection of the uterus.

The duration of the average stay in hospital of the patients who recovered was 42 days. Whenever possible, rest in bed was enforced for at least three weeks, but in some instances the patients were discharged at their own request on account of their anxiety about the condition of their home or children. In the treatment of Puerperal Sepsis this factor unfortunately gives rise to considerable difficulty. I am convinced that a prolonged stay in hospital is essential if the recovery is to be permanent, for otherwise the patients after an interval are apt to become chronic invalids; but it frequently happens that when the wife is in hospital the children are neglected, and many women have felt bound to return to their home before their cure was really complete ; moreover, the great majority of our patients cannot afford to rest in their own homes after discharge from hospital.

On behalf of the Committee.

A. W. CHAPMAN,
Chairman.

Town Hall, Manchester,
27th May, 1909.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					berth during the passage, and on arrival was medically examined and again ordered to hospital. No other cases of sickness occurred during the voyage, and all the crew were well on arrival here.
Sept. 22	Lizzie (schooner) ...	Poole ...	Runcorn ...	Typhoid Fever ...	The mate reported that whilst the vessel was on passage from Swansea to Jersey, seven weeks ago, the master was taken ill. The vessel put into Falmouth for medical assistance, when he was found to be suffering from typhoid. He was removed to hospital where he died. The usual precautions were adopted at Falmouth.
Oct. 7	Laura Ann (schooner)	Teignmouth ...	Pomona ...	Typhoid Fever ...	A certificate was received from Dr. Walker, that the master was suffering from typhoid fever. The Medical Officer immediately visited and gave instructions for the patient's removal to Ladywell Sanatorium. The usual disinfection was adopted. The patient was discharged on December 5th.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Oct, 29	*s.s.* British Prince	Alexandria	Salford	Typhoid Fever	The master reported that whilst at Alexandria, the steward was removed to hospital on September 19th, with symptoms of typhoid fever.
Nov. 11	*s.s.* Caledonian	Boston	Salford	Diphtheria	A certificate was received on November 11th from a medical practitioner, to the effect that the mate was suffering from diptheria. The Medical Officer at once gave instructions for his removal to Ladywell Sanatorium, and for the necessary disinfection to be carried out, which was done under the superintendence of Inspector Atkinson. The patient was discharged from the hospital on November 21st.
Nov. 25	*s.s.* Manchester Commerce	Philadelphia	Salford	Typhoid Fever	A letter was received from the Medical Officer of Health for the city of Manchester, enclosing copy of a letter from the Medical Officer of Health of Glasgow, to the effect that Wm. Davidson had been admitted into the Lightburn Hospital, on November 22nd suffering from typhoid fever ; that the man

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
					had landed in Manchester on November 14th from this vessel from Philadelphia, and had been unwell since November 6th. On enquiry it was ascertained that Davidson had come over on this vessel as a cattleman, and was practically working his passage in this capacity. On the vessel being inspected on November 16th, it was reported that no sickness had occurred during the voyage. On examination of the log of the vessel no entry could be found of this man's illness being reported, and the vessel having left port no investigation could be made on board. The Medical Officer therefore wrote to Glasgow for additional information from the patient as to whether his sickness had been reported to the captain of the vessel, and if this officer had been made aware of the nature of his symptoms ; but in reply it was stated that the man was too ill to give any further information.

TABLE VII.

Particulars of non-infectious sickness, injury, and death occurring on Manchester-bound vessels during the year.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
1908 Jan. 2	s.s. Turnu Severin ...	Rotterdam ...	Salford ...	Rheumatism ...	Two sailors were found to be suffering from rheumatism.
,, 2	s.s. Berne ...	Treport ...	Weston Point ...	Accidental Injury	A sailor was found suffering from a badly crushed hand.
,, 3	s.s. Cormorant ...	Rotterdam ...	Salford ...	Neurasthenia	It was reported that the mate had been ill on the passage out to Rotterdam, On landing he was examined by a doctor, who advised him to travel home as a passenger. On arrival at Manchester he proceeded to his home, suffering from nervous complaint.
,, 3	Premier (flat) ...	Winsford ...	Weston Point ...	Blood Poisoning	The master reported that the mate left the vessel six weeks ago, and was still away, suffering from blood poisoning.
,, 7	Meyric (schooner) ...	Teignmouth ...	Runcorn ...	Blood Poisoning	The master had to leave the vessel at Teignmouth suffering from blood poisoning.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Jan. 7	William Henry (schooner)	Charlestown	Runcorn	Rupture	The master reported that the vessel put into Falmouth on the passage, and landed one of the sailors, suffering from a rupture.
,, 10	s.s. Avis	Halmstadt	Acton Grange	Accidental Injury	The master reported that a fireman was accidentally burnt on the leg, at sea, and that he was being attended by a doctor.
,, 11	s.s. Lincairn	Savannah	Salford	Accidental Injury	The master reported that a sailor was suffering from an accidental injury to his testicles.
,, 14	s.s. Holnis	Hamburg	Salford	Accidental Injury	The third engineer was confined to his berth owing to an injured leg. He was attended by a doctor.
,, 24	Lizzie (schooner)	Pentewan	Runcorn	Rupture	The mate left the vessel at Pentewan, and went to his home, suffering from a rupture,
,, 25	Mary Ann (canal boat)	Potteries	Weston Point	Internal Injuries	The master had been confined to his berth since January 20th, as the result of internal injuries.

Date	Name of Vessel	Where from	Where Inspected	Sickness	Remarks
Jan. 25	Hetty (schooner) ...	Newquay ...	Runcorn ...	Influenza ...	The master had been suffering from influenza since January 20th.
,, 30	*s.s.* Manchester Corporation	Philadelphia ...	Salford ...	Gastric Catarrh...	The second engineer was suffering from gastric catarrh.
Feb. 4	*s.s.* Manchester Port	New Orleans ...	Salford ...	Accidental Injury	A fireman was removed to the Salford Royal Hospital, suffering from an injured toe.
,, 5	Elizabeth Roberts (schooner)	Cherbourg ...	Weston Point ...	"Cold" ...	A sailor was found to be suffering from a severe cold.
,, 8	Champion (ketch flat)	Flint ...	Wiggs Works ...	Drowning ...	The master fell overboard and was drowned at Connahs Quay, seven weeks ago.
,, 11	*s.s.* Edith ...	Riga ...	Salford ...	Inflammation of the Lungs Gastric Catarrh...	The master reported that the mate and one of the sailors were removed to hospital at Elsinore, on January 29th, the former suffering from inflammation of the lungs, and the latter from gastric catarrh.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Feb. 12	s.s. Lapland	Hamburg	Salford	"Cold"	One of the firemen was found to be suffering from a cold, on arrival from Hamburg.
,, 12	Washington (sloop flat)	Liverpool	Weston Point	Constipation	The master had just rejoined the vessel, after being in hospital at Liverpool for three weeks, suffering from a stoppage of the bowels.
,, 12	Jessie Sinclair (schooner)	Northwich	Ellesmere Port	"Cold"	The mate had left the vessel and gone to his home, suffering from a bad cold.
,, 15	s.s. Canning	New York	Salford	Accidental Injury	The lamp-trimmer was knocked down by a sea on the homeward passage, and sustained a fractured leg.
,, 18	s.s. Cuyahoga	Philadelphia	Davyhulme	Drowning	A fireman was drowned at Warrington, when returning to the vessel from ashore.
,, 19	s.s. Suffolk	London	Salford	Poisoned Wound	A sailor was suffering from a poisoned finger.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Feb. 19	s.s. British Monarch	Portland, Oreg.	Grain Elevator	Heart Disease	A Chinese fireman died of heart disease, whilst the vessel was at Guymas, on September 19th, 1907, and was buried there,
,, 21	Fortune (brigantine)	Liverpool	Ellesmere Port	Unknown	The cook died suddenly whilst in the galley, on February 20th. The body was taken on shore for a post-mortem examination to be made.
,, 27	Annie (sloop flat	Widnes	Wigg's Works	"Cold"	The master was confined to his berth as the result of falling into the canal, at Widnes, a month ago.
Mar. 2	s.s. Botnia	Valencia	Salford	Venereal Disease	The carpenter and one of the firemen were found to be suffering from venereal disease.
,, 4	s.s. Helge	Gothenburg	Salford	Accidental Injury	The master was under medical treatment, owing to having sustained several fractured ribs from a fall.
,, 10	s.s. Burrsfield	Savannah	Salford	Accidental Injury	The carpenter was suffering from the effects of an injury caused by falling down the fore peak hatch.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Mar. 13	s.s. Bostonian	Boston	Salford	Pneumonia	It was reported that whilst the lamp-trimmer was at Boston he was suffering from a severe cold. He was examined by a doctor on Feb. 27th. On March 1st he died, on the homeward passage, presumably from pneumonia, the body being buried at sea.
,, 17	s.s. Henry Furst	Valencia	Salford	Venereal Disease	One of the sailors left the vessel on arrival, and went to his home, suffering from venereal disease.
,, 17	Hetty (schooner)	Newquay	Runcorn	Influenza	The master had been laid up for three weeks on the passage, suffering from influenza.
,, 19	Bulla (schooner)	Charlestown	Runcorn	Gastralgia	A sailor had been suffering from pains in the stomach, and had gone to see a doctor.
,, 20	s.s. Beacon Rock	St. Valery	Ellesmere Port	Accidental Injury	One of the sailors fell down the ship's hold, whilst at the latter place, and sustained severe injuries to his head.
,, 24	Hannah (schooner)	Charlestown	Runcorn	Cold	One of the crew had gone ashore to seek medical advice as he was suffering from a severe cold.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Mar. 25	*s.s.* Lonsdale ..	Harrington ..	Ellesmere Port ..	Accidental Injury	The mate had been ashore for four weeks, suffering from a severe injury to his foot.
,, 25	*s.s.* Gotland ..	Narvik ..	Ellesmere Port ..	Venereal Disease	The second engineer was receiving medical attention, as he was suffering from swollen testicles and venereal disease.
,, 28	Sarah Jane (schooner)	Wadebridge ..	Runcorn ..	Accidental Injury	The mate had his finger broken whilst discharging cargo at Runcorn, and had left the vessel and gone to his home.
,, 30	*s.s.* Rion ..	Kustendje ..	Eccles ..	Accidental Injury	One of the firemen fell down the stoke-hole ladder and injured his knee on March 14th. He was removed to Hospital at Algiers on March 18th.
,, 31	*s.s.* Ringhorn ..	Valencia ..	Salford ..	Assault ..	The cook was stabbed in the abdomen, on February 23rd, whilst the vessel was at Civita Vecchia. He was removed to hospital and died the same day.
,, 31	Camborne (schooner)	Par ..	Runcorn ..	Drowning ..	One of the sailors was drowned at Runcorn on March 26th.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
April 2	s.s. Nith ..	Fleetwood ..	Wiggs Works ..	Accidental Injury	A fireman left the vessel at Runcorn and went to his home, suffering from a severe scalp wound.
,, 7	s.s. Halfdan ..	Gothenburg ..	Salford ..	Accidental Injury	A sailor was off duty owing to an injured thumb
,, 7	s.s. Oural ..	Batoum ..	Davyhulme ..	Swollen Tonsils..	The third mate left the vessel at Liverpool, suffering from swollen tonsils..
,, 8	s.s. Lapland ..	Hamburg ..	Salford ..	Accidental Injury	The chief engineer reported that on the passage to that place a fireman received an injury to his ribs whilst in the engine-room on March 25th. The vessel put into Falmouth for medical assistance, the man being subsequently removed to hospital.
,, 10	s.s. Monarch ..	Larne ..	Pomona ..	Cold ..	The mate was confined to his bunk with a severe cold.
,, 14	Tikoma (barque) ..	Porsgrund ..	Ellesmere Port ..	Accidental Injury	One of the sailors had been off duty since the 11th instant, and was under medical treatment for a severe wound in his back, accidentally received whilst discharging cargo.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
April 21	s.s. Hogland	Gothenburg	Salford	Accidental Injury	A sailor was off duty owing to a gathered finger.
,, 21	s.s. Vasco	Dunkirk	Salford	Pleurisy	The mate reported that the carpenter had been suffering from pleurisy, whilst at Reval. He had recovered on arrival here.
,, 24	s.s. Le Blanc	Fleetwood	Runcorn	Phthisis	The engineer was reported as having left the vessel three weeks before, suffering from phthisis,
,, 24	Tikoma (barque)	Porsgrund	Ellesmere Port	Pleuro-olgneo	One of the sailors was confined to his berth at Ellesmere Port suffering from severe pains in his chest. He was receiving medical attention.
,, 28	s.s. Nivingston	Pomaron	Salford	Drowning	The mate reported that a fireman was drowned on March 29th, whilst boarding the vessel at Savona.
,, 28	s.s. Kittiwake	Rotterdam	Salford	Accidental Injury	The third engineer was suffering from a sprained wrist.
,, 30	s.s Nyland	Burriana	Salford	Venereal Disease	A fireman was suffering from venereal disease.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
April 30	Betty Russell (schooner)	Fareham ..	Ellesmere Port ..	Water Blisters .. Rheumatism ..	The master had been suffering from water blisters for the past month. The mate was suffering from rheumatism, due to damp bedding.
May 4	Bussard (barquentine)	Rio Grande ..	Runcorn ..	Beri-Beri (?) ..	The mate reported that one of the crew had been off duty for a week prior to arrival, suffering from swellings in both legs. The master treated him for beri-beri, and advised the man to go to a hospital. He, however, left the vessel on May 2nd, and did not return.
,, 5	Annie Brocklebank (schooner)	Fecamp ..	Weston Point ..	Poisoned Wound	The mate was suffering from a poisoned wound on his hand, for which he was medically treated at Fecamp.
,, 7	*s.s.* Exchange ..	Nevin ..	Pomona ..	Pains in the Back	The master had left the vessel the previous day, and gone to his home, suffering from pains in the back.
,, 8	Red Tail (schooner)	Poole ..	Runcorn ..	Ulcerated Throat and Abscesses	The master was suffering from an ulcerated throat and abscesses, and was being attended by a doctor.

ate		Name of Vessel	Where from	Where Inspected	Sickness	Remarks
May	14	s.s. Valhall ..	Stronsay ..	Weston Point ..	Accidental Injuries	A sailor was off duty owing to injuries received whilst entering dock,
,,	15	G. H. Bevan (schooner)	Pentewan ..	Runcorn ..	Rupture ..	The master left the vessel two weeks ago, at Falmouth, suffering from a rupture.
,,	22	s.s. Bass Rock ..	Morecambe ..	Weston Point ..	Influenza ..	The master left the vessel at Morecambe, suffering from influenza, and went to his home.
June	22	s.s. James Brand ..	Newport, News...	Weaste ..	Inflammation of the Stomach	The mate reported that on the passage the carpenter was taken ill on June 15th, and died the following day, presumably from inflammation of the stomach. The body was buried at sea.
July	1	s.s. Edward Dawson	Port Arthur (Texas)	Davyhulme ..	Accidental Injuries	The chief officer reported that on June 11th, the day the vessel left Port Arthur, the donkeyman fell down on deck, and sustained injuries which necessitated his removal to hospital on arrival.
,,	13	s.s. Manchester Trader	Philadelphia ..	Salford ..	Lumbago ..	It was reported on arrival that a fireman had been attended by a doctor at the latter place for lumbago.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
July 14	s.s. Clan MacIver	Glasgow	Salford	Diarrhœa	The mate reported that a Lascar sailor had been removed to hospital at Glasgow suffering from diarrhœa.
,, 14	s.s. Nith	Fleetwood	Widnes	Accidental Injury	The mate reported that a sailor had his left big toe cut off at Widnes, on May 12th, and had been in hospital since.
,, 14	s.s. Dunrowan	Preston	Widnes	Accidental Injury	The mate was confined to his berth suffering from an injury to his back.
,, 15	s.s. Cymbeline	Port Arthur (Texas)	Eccles	Accidental Injury	The second mate reported that whilst at Norfolk, Va., a sailor had his leg broken and was removed to hospital.
,, 17	s.s. Garth	Santander	Ellesmere Port	Abscess	A fireman was removed to hospital at La Rochelle, on July 6th, suffering from an abscess on the knee.
,, 31	s.s. Zent	Port Limon	Salford	Malaria	It was reported by the mate that the assistant steward was taken ill on the passage from Port Limon He was examined by Dr. Fairweather on arrival at Salford and was removed to Salford Royal Hospital, suffering from malaria.

Date	Name of Vessel	Where from	Where Inspected	Sickness	Remarks
Aug. 6	*s.s.* Avon ..	Foy ..	Salford ..	Accidental Injuries	The second engineer was injured in a collision at sea, and left in hospital at Anglesey.
,, 7	*s.s.* Briardene ..	Halifax, N.S. ..	Salford ..	Boils & Whitlow	The mate was suffering from boils on the neck and a whitlow on the left hand, for which he was receiving medical attention.
,, 21	*s.s.* Marie Glaeser ..	Archangel ..	Acton Grange ..	Rheumatism ..	The mate reported that he had suffered from rheumatism on the passage, and had not yet recovered.
,, 26	Ruby (barquentine)	Teignmouth ..	Ellesmere Port ..	Poisoned Wound Boil ..	The cook had been attended by a doctor, whilst at Teignmouth, for a poisoned wound on his hand, and was, at the time of inspection, receiving medical attention for a boil on the leg.
Sept. 1	Charles Gounod (barque)	Tacoma ..	Runcorn ..	Inflammation of the Lungs Accidental Injury	The mate reported that a sailor was removed to hospital at San Francisco, suffering from inflammation of the lungs, also that another sailor was left in hospital at Queenstown, suffering from a broken arm.

Date		Name of Vessel	Where from	Where Inspected	Sickness	Remarks
Sept.	2	*s.s.* Jamaica	Manchester	Runcorn	"Pains in the head"	A sailor was suffering from pains in the head.
,,	2	*s.s.* Ville d'Eu	Treport	Runcorn	Venereal Disease	The mate reported that a sailor was left in hospital at Dieppe, suffering from venereal disease.
,,	4	Eva (canal boat)	—	Ellesmere Port	Whooping Cough	A child on this boat had been suffering from whooping cough for four months, and another one had commenced to suffer from the same complaint three days before.
,,	4	Carrie (canal boat)	—	Ellesmere Port	Whooping Cough	Four children had been suffering from whooping cough, and another was still sick.
,,	5	Bessie (schooner)	Teignmouth	Runcorn	Blood Poisoning Accidental Injury	The cook was put ashore at Plymouth, where he went into hospital, suffering from blood poisoning. The mate had his finger badly crushed at Falmouth, and was still suffering from the injury.
,,	9	Charles Gounod (barque)	Tacoma	Runcorn	Epileptic Fit	The master had an epileptic fit on September 4th. He was attended to by a doctor, and left the ship for his home.

Date	Name of Vessel	Where from	Where Inspected	Sickness	Remarks
Sept. 16	s.s. Avristan	Avonmouth	Ellesmere Port	Heat Apoplexy	The boatswain died on the passage from Djibouti to Muscat, in July, from heat apoplexy.
,, 22	s.s. Glenwood	Lovisa	Salford	Abscess	The mate reported that a sailor was removed to hospital at Stockholm, suffering from an abscess in the head, which necessitated him undergoing an operation.
,, 22	s.s Merchant Prince	Syrian Coast	Salford	—	The master reported that a fireman was taken ill on July 23rd, with pains in the head, on the passage from Alexandria to Beyrout. On arrival at the latter place, on Aug. 20th, he was examined by a doctor and paid off.
,, 24	Gloriana (brigantine)	Garston	Runcorn	Tumour	The master reported that the mate was in hospital at Garston, for two weeks, suffering from a hard lump on the side of his neck, for which he had undergone an operation.
Oct. 5	s.s. Duna	Riga	Salford	Accidental Injury	The donkeyman had his leg broken at Riga, on September 22nd, and was removed to hospital.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Oct. 5	s.s. Manchester Commerce	Philadelphia ..	Salford ..	Phthisis ..	An ordinary seaman on is vessel was examined by a doctor at Philadelphia, and pronounced to be suffering from phthisis He was removed to hospital there.
,, 5	s.s. Kossuth Ferencz	Rotterdam ..	Salford ..	Diarrhœa ..	One of the firemen was found to be suffering from severe diarrhœa. He was receiving medical attention. The vessel was visited daily whilst in port·
,, 13	s.s. Pionier ..	Gefle ..	Ellesmere Port ..	Malaria ..	A sailor was confined to his bunk with feverish symptoms and vomiting. He had been in hospital three months ago, suffering from malaria. On the boat's arrival at Manchester he was visited by the Medical Officer, but was then fit for duty again.
,, 17	s.s. Manchester Shipper	Montreal ..	Salford ..	Bronchitis ..	The Medical Officer visited this vessel on arrival at Salford, and examined a sailor. The man had been left in hospital at Montreal by the s.s. "Manchester Mariner" suffering

Date	Name of Vessel	Where from	Where Inspected	Sickness	Remarks
				Accidental Injury	from bronchitis, and had returned by this vessel. He proceeded to his home. Another sailor was removed to Salford Royal Hospital suffering from an injury to his thigh, the result of an accident.
Oct. 17	Kindly Light (ketch)	Bideford ..	Runcorn ..	Accidental Injury	The cook fell from aloft at the latter place, and was sent home to receive medical attention.
,, 19	s.s. Flawyl ..	Bahia ..	Salford ..	Phthisis ..	The mate reported that two days after leaving Las Palmas, on the passage to Bahia, a sailor was taken ill and died on August 6th. The vessel arrived at that place on August 8th, where it was ascertained that the cause of death was phthisis. The body was taken ashore for burial.
,, 29	s.s. City of Agra ..	Bombay ..	Salford ..	Dysentery ..	The mate reported that the quartermaster was ill during the whole of the homeward passage, and on arrival at Liverpool, on October 24th, was removed to hospital suffering from dysentery.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Nov 3	Dane (canal boat)	Potteries	Weston Point	Bronchitis, Dropsy, &c.	The master was suffering from bronchitis, dropsy, and other complications, and had to be removed to hospital at Runcorr.
,, 3	s.s. City of Liverpool	Ellesmere Port	Wiggs Works	Cold	The mate had been suffering from a severe cold for the past three weeks.
,, 3	s.s. Manchester Importer	Montreal	Salford	Constipation	The mate reported that a sailor was confined to his bunk during the homeward passage, suffering from constipation.
,, 5	s.s. Nancy Lee	Chicoutimi	Salford	Paralysis	The mate reported that the cook was removed to hospital at the latter place, on October 10th, suffering from paralysis.
,, 7	s.s. Lancashire	Jersey	Weston Point	Drowning	The mate reported that the steward was found drowned in the Ship Canal, at Latchford Docks, on Oct. 15th.
,, 9	s.s. Caledonian	Boston	Salford	Venereal Disease	The mate reported the second cook to be suffering from venereal disease.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Nov. 12	Gleaner (schooner)	Rye	Runcorn	Drowning	The mate reported that a sailor fell overboard and was drowned at sea on November 7th.
,, 17	s.s. Edith	Gefle	Warrington	Accidental Injury Cold	A sailor received medical attention at the latter place for an injury to his hand. Another sailor was off duty suffering from a severe cold.
,, 19	Swallow (steam flat)	Liverpool	Warrington	Accidental Injury	The mate had his leg badly crushed at Liverpool, on November 18th, and had left the vessel to go to his home.
,, 25	s.s. Karin	Stettin	Salford	Accidental Injury	The mate reported that a sailor had fallen down the stokehold and received severe injuries to his back, for which he was being medically attended.
Dec. 3	s.s. Gisla	Tvedestrand	Salford	Gastralgia	A sailor was off duty suffering from gastralgia.
,, 3	s.s. Angelo	Llandulas	Widnes	Congestion of the Lungs	The master had been suffering from congestion of the lungs for a week.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Dec. 5	*s.s.* Merchant Prince	Alexandria ..	Salford ..	Venereal Disease	The master reported that a sailor was landed at Malta, on Nov. 22nd, suffering from venereal disease.
,, 9	Jane Gray (schooner)	Pentewan ..	Runcorn ..	Poisoned Wound	The mate had been suffering from a poisoned wound on the hand during the voyage, and was going to his home.
,, 10	*s.s.* Esperanza de Larrinaga ..	Galveston ..	Salford ..	Natural Causes ..	A telephonic communication was received from the Dock Master, at 7 a.m., to the effect that this vessel was lying at Eastham, with the body of the chief engineer on board, he having died suddenly on the afternoon of the previous day, whilst the vessel was off the coast of Anglesey. As the telephonic enquiries did not result in any suspicion of death from an infectious disorder, permission was given for the vessel to proceed to Manchester. Your Medical Officer made an examination of the body immediately upon the vessel arriving in dock, and the absence of an infectious nature was confirmed. The Coroner's inquest shewed death to be due to natural causes.

Date	Name of Vessel	Where from	Where Inspected	Sickness	REMARKS
Dec. 11	Marie (barquentine)	Rio Grande ..	Runcorn ..	Accidental Injury	The master reported that a sailor fell from aloft at sea, on December 1st, and broke his leg. He was removed to the Runcorn Cottage Hospital.
,, 12	s.s. Castalia ..	Glasgow ..	Salford ..	Severe Cold ..	Two Lascar sailors were confined to their berths, suffering from severe colds.
,, 28	s.s. Egyptian Prince	Alexandria ..	Salford ..	Swollen Testicles	The third officer reported that a fireman was discharged at Alexandria, on December 8th, suffering from swollen testicles.

INSPECTION OF FOOD IMPORTS.

In connection with the administration of the powers of food inspection during the year, two features stand out very prominently, viz., the large increase in the amount of condemned material, and the coming into force, on November 1st, of the Regulations issued by the Local Government Board governing the inspection of unsound food. Both these have had their influence in increasing the work and responsibilities of your officers engaged in carrying out the necessary duties. In the opinion of your Medical Officer the work has been satisfactorily performed, though certain additional facilities which have been recommended to the Authority might be usefully provided. The Medical Officer has not felt himself in a position to undertake the inspection of food stuffs landed at Ellesmere Port for transmission along various inland waterways to distant parts of the country, and in order to cope with this the appointment of an additional inspector on the lower section of the Canal has been recommended Again large amounts of food stuffs are carried to the extremity of the Port, along the River Irwell, by means of barges, and are stored in warehouses within the jurisdiction of the Authority. These food stuffs are to a large extent taken overside from vessels in the Salford Docks, though many of them are received in the same manner within the Port of Liverpool and brought up the Canal. To facilitate the inspection of these goods in the riverside warehouses it has been recommended to provide a small motor launch which would enable an inspector to get very quickly to these outlying positions. A small increase in the office staff has also been recommended.

The responsibilities of the Authority under this heading are undoubtedly an increasing quantity. Although the actual amount of food stuffs imported into Manchester from abroad is not at hand for the past year, it may be taken that the notable increase shewn in other years has still obtained. The Board of Trade returns for 1907 give the value at 6½ millions, which means roughly an increase over the previous year of £900,000 value. The increase in the importation of foreign live cattle is, however, obtainable, and the figures are undoubtedly striking, the number being 30,695 against 20,251. There has been a slight diminution in the importation of Irish cattle and pigs, but an increase in the importation of sheep and lambs from the same source.

The following table shews the total number of live stock imported during the year :—

	Cattle	Sheep and Lambs	Pigs
Coastwise (Irish) ...	25,823	43,474	2,736
Foreign (American and Canadian)	30,695	—	—
Totals ...	56,518	43,474	2,736

RESULTS OF INSPECTION.

The following Tables show the amounts of Food Imports which have been condemned during the year; Table A giving particulars of seizures at the Foreign Animals Wharf, and Table B giving particulars of seizures on the various Dock Quays. It will also be noticed from Table C that a quantity of tinned goods have been voluntarily surrendered for destruction.

(A)

	Articles	T.	c.	q.	lbs.
	Beef (carcases and parts)	4	16	2	20
510	Calves (immature)	7	13	0	19
1	,, (emaciated)	0	0	2	0
636	Livers	2	17	2	4
243	Lungs	0	17	4	4
120	Bellies	2	2	3	12
33	Udders	0	2	3	23
50	Hearts	0	2	0	26
77	Heads	0	13	1	10
80	Gullets	0	1	1	20
19	Intestines	0	1	2	22
25	Spleens	0	0	2	19
73	Tongues	0	3	1	1
59	Feet	0	1	2	9
75	Kidneys	0	1	2	5
45	Skirts	0	0	3	5

12 Tails	0	0	1	8
4 Uterus	0	0	0	7
8 Mesentery	0	4	0	0
61 Rectums	0	2	0	20
4 Omentums	0	0	0	12
418 Abomasum	1	5	3	23
1 Omasum	0	0	0	3
2 Bladders	0	0	0	1
90 Pancreas	0	0	3	9
Fat	0	1	2	22
Total	21	13	1	24

(B)

Articles.	T.	c.	q.	lbs.
Grain:—				
Barley	323	3	3	10
Corn	235	19	3	18
Wheat	133	14	0	8
Grits	0	12	2	0
Brewers' Malt	1	5	2	0
Oranges, 574 cases	29	4	1	0
Melons, 134 cases	6	14	0	0
Apples, 52½ barrels, 2 boxes	2	13	0	4
Lemons, 5½ cases	0	4	0	0
Pomegranates, 90 cases	4	10	0	0
Mandarin Oranges, 8¼ cases	0	8	1	0
Grapes, 8 barrels	0	8	1	0
Potatoes, 689 bags	35	16	1	20
Onions, 290 bags	8	3	0	14
Carrots, 56 bags	2	16	0	0
Tomatoes, 2 cases	0	3	0	0
Cabbage, 41 bags	2	1	0	0
Cauliflower, 1 hogshead	0	4	0	0
Gherkins, 1 bag, ¼ cask	0	1	1	22

Tinned Beef, 874 tins	2	10	1	2
,, Tongue, 90 tins	0	4	3	24
,, Rabbit, 174 tins	0	3	0	12
,, Mutton, 454 tins	1	4	1	8
,, Herrings, 82 tins	0	4	1	16
,, Apples, 4 tins	0	0	0	24
,, Brawn, 10 tins	0	0	2	4
,, Peas, 7,139 tins	4	17	0	14
,, Tomatoes, 308 tins	0	6	1	10
,, Vegetables, 4 tins	0	0	0	2
Raspberry Pulp, 16 tins	0	2	0	16
Black Currant Pulp, 2 tins	0	0	0	20
Condensed Milk, 594 tins	0	5	1	6
Lard, 127 packages	14	12	2	17
,, Compound, 11 pails	0	2	3	0
Cottolene, ¼ barrel	0	0	1	0
Nutmegs, 1 cask	0	1	0	0
Lemon Peel, 10 pipes	3	7	1	0
Gum Acacia	14	11	3	0
Sugar, 27½ bags	1	17	2	16
Sweets, 54 pails	0	9	2	16
Cocoa, 4 crates	0	5	0	16
Chicory	1	6	2	13
Grape Nuts, 203 cases	3	5	1	0
Quaker Oats, 6 packages	0	3	0	0
Raisins, 74 cases	1	4	2	5
Pigs Tongues, 49 barrels	9	16	0	0
Shrimp Essence, 1 jar	0	0	1	0
Lamb, one	0	0	1	22
Various organs	0	0	1	5
Total	859	7	0	0
Gross Total	881	0	1	24

In addition to the above, 819 half-pint bottles of Lager Beer were seized and destroyed.

(*c*)

VOLUNTARILY SURRENDERED.

Articles.	T.	c.	q.	lbs.
Tinned Beef, 408 tins	1	1	1	16
,, Tongue, 144 tins	0	4	1	25
,, Mutton, 785 tins	2	2	0	6
,, Peas, 64 tins	0	1	0	16
Miscellaneous, 8 tins	0	0	0	20
Total	3	9	0	27

It will be noted that the gross table of condemnations has reached the total of 881 tons, against a total of 216½ tons during the ten months in the previous year. The increase has been pronounced both at the Foreign Animals Wharf and the Docks, 21½ tons having been condemned in connection with the former, against 11 tons during the previous year, and 859 tons have been condemned on the quays, against 205½ tons during 1907. It will also be noticed that the voluntary surrenders have increased in weight by three tons. Of the total amount 741 tons have been dealt with in the Salford area, 92 tons in the Stretford area, 43 tons in the Runcorn area, and two tons in the Manchester area.

FRESH MEAT.

Carcases, parts, and organs have been condemned at the Foreign Animals Wharf mainly on account of the presence of tubercle, pneumonia, actinomycosis, nephritis, injuries and septic conditions. On one occasion an animal was slaughtered a few hours after being landed on account of shewing symptoms of being distinctly unwell. On the organs being examined by the Inspector their condition appeared to be somewhat suggestive of anthrax. Samples were forwarded at once to the Public Health Laboratory, when it was quickly ascertained that the disease was not of that nature. A prolongation of the investigation resulted in Professor Delèpine being satisfied that the disease was *Texas Fever*, a complaint transmitted to cattle by "ticks," which introduce specific parasites into the blood.

The inspections at the Foreign Animals Wharf have been rendered somewhat more difficult during the year owing to the irregular hours at which slaughtering has taken place. The Manchester Corporation has made a rule, which is affixed in the slaughter-houses, to the effect that "no slaughtering will be permitted on these premises after 6 p.m. on Saturday until 2 a.m. on Monday." This rule has been quite disregarded and it now appears to be the custom to commence and finish slaughtering at any time within the discretion of the importers of the cattle, Saturday and Sunday being treated the same as any other day. The Inspector reaches the office at 9 a.m. each morning, and has then to make his enquiries by telephone as to what time killing will commence, or how long it has been in progress; he has no other means of obtaining the information. It can thus be seen that slaughtering may have been in progress for a number of hours before the Inspector can commence inspection, or that when an Inspector goes on duty he is never certain as to the time he will be able to leave. It is not uncommon for the Meat Inspector to be practically idle during the whole of the morning, and, after commencing inspection, to be kept on duty until close upon midnight. Unfortunately the Authority possesses no power to regulate the time of slaughtering, or for detention on the premises of carcases or organs for inspection, and when the Inspector is not actually present there is nothing to prevent anything being taken away from the premises.

During the latter part of the year the Board of Agriculture and Fisheries notified the existence of Foot and Mouth Disease in certain American States, viz., Pennsylvania, New York, New Jersey, Maryland, and Delaware, and that the importation of cattle from these places would be prohibited until further notice. This disease is epidemic among cattle (and sometimes pigs), one of the definite signs being the existence of blisters upon the mucous membrane of the mouth and nose, and also about the border and cleft of the hoofs. Though transmissible to man by direct contract, there does not appear to be much evidence that it may be communicated by eating the flesh after slaughter, though the finding of general deterioration of the tissues on inspection might be regarded as sufficient cause for the destruction of the whole carcase. Your Inspector has paid particular attention to the parts affected by this disease in his examinations of slaughtered cattle, and has not been able to find any suspicious signs among those imported.

GRAIN.

During the year a total of 694 tons has been seized and dealt with. The majority has been released on it being proved to the satisfaction of the Medical Officer of Health that the particular parcels would be used for purposes other than human food. The amount condemned and destroyed was only 4 tons, 5 cwts., 7 lbs., whilst 4 cwts , 2 qrs., 24 lbs. were abandoned and destroyed, and 4 tons, 3 cwts., 1 qr. voluntarily surrendered and destroyed. It will thus be seen that so far as this article of food is concerned your officers have been mainly concerned in insuring its proper disposal A very large amount of damaged grain is used for the purposes of animal and poultry food, and even apart from the supervision exercised there does not appear to be much doubt that a considerable bulk of this class of material would be devoted to such purposes. As is always the case, however, it is the small percentage of wrong-doers who create the necessity for what might be termed the "policing" of the whole system of this class of trade. Experience has proved that the only way in which satisfaction can be obtained as to disposal other than for human food is for the Department to be placed in actual touch with the manufacturers or compounders of animal and poultry food, or the people actually engaged in the feeding of live stock. It may also be mentioned that a certain quantity has been allowed to go for the purpose of being ground for sizing flour. The very small proportion of the grain actually destroyed, out of the large amount seized, is sufficient evidence to shew that the methods of securing proper disposal have worked exceedingly well during the past twelve months.

FRUIT AND VEGETABLES.

The amount dealt with under this heading during the year has proved to be a very important item. Although the large quantity of 103 tons has been destroyed, or in some few instances allowed to go for the purpose of pig feeding, this only represents the residue from sorting, and gives no indication of the bulk dealt with. With the exception of 56 bags of carrots and 8 barrels of grapes, which were entirely bad, the whole of the fruit and vegetables, including oranges, apples, melons, lemons, mandarins, potatoes, tomatoes, cabbages, and gherkins, seized by your Inspectors, have been sorted by the consignees or buyers at their own expense, either on the quay or on private premises engaged by the Authority. It is obvious that the supervision of this sorting must involve a considerable expenditure of time and trouble on the part of your staff. Where large quantities are sorted by the owners there is not much difficulty in systematically inspecting progress from time to time, by arrangement, but where small buyers of damaged fruit are concerned it is a matter of experience that these men come at irregular intervals to collect their goods. As it is impossible to know the times these latter will arrive, and as the sorting they have to undertake takes up a comparatively small space of time, they are in the habit of coming across to the office at all times to ask for inspection and release notes. It is thus impossible for an Inspector who is compelled to be systematic in his daily routine to be always available for this class of people, so that your Medical Officer has been compelled to utilise to a considerable extent the office staff for this work.

TINNED FRUIT PULP.

A very small amount of this class of food import has been dealt with during the year—16 tins of Raspberry Pulp and 2 tins of Black Currant Pulp representing the whole amount seized. Taking into consideration the large amount of unsound fruit pulp brought into the port during 1907, these figures are remarkable, but can be explained on the ground that the importation of this class of material *via* the Canal has been very materially lessened. This diminution may probably be quite justifiably put down to the action of the Authority, but whether as a point of fact the material is still coming into Manchester *via* rail is a matter for conjecture.

CANNED MEATS.

Considerable quantities of canned meats have been imported during the year. Owing to the scarcity of cattle in America most of the large houses were not packing this food stuff for a considerable portion of the year, and as a result American exports were mainly old packed material. The condemnations were mostly made in connection with the meats sent over under the provisions of Regulation 50 of the American Code, *i.e.*, meats which have been packed previous to the Act of Congress of 1906, but which have been examined by sample, by the American authorities, and found to be sterile.

It will be noted that a considerable number of tins of mutton, beef, and tongue have been voluntarily surrendered. The largest quantity has been handed over by a firm of importers of Australian canned meat ~~packers~~, whose employees handle every tin in the process of lacquering and labelling, and are thus able to detect defects. The doubtful tins are placed upon one side, and subsequently examined by one of your Inspectors, who condemns such as he considers unfit to be placed upon the market. This system is a most excellent one, and worthy of imitation by other firms doing a similar trade, for the two-fold reason of security to the public and economy to the importer. The economical aspect arises from the established fact that it is cheaper to send out sound tins only than pay carriage at parcels' rate for unsound tins returned by the purchaser. A very excellent arrangement has also been made by two large firms of American packers, who make a practice of warehousing these imports in close proximity to the docks. Any cases of canned goods belonging to these firms are allowed to go straight to the warehouse without inspection on the quay, the inspector simply taking the marks and numbers and intimating to the warehouse management that he will make an examination upon their premises. At the warehouse, a percentage examination is made and the state of soundness of the whole consignment assessed upon the results of this. If the percentage of unsound is at all important the importers arrange to have every case opened and the bad removed before forwarding to customers. As an example: Upon one consignment of 10,000 cases (12/6-lb. tins) a 10 per cent. examination was made, with the result that a considerable number of tins were found to be blown, &c. The unsound tins, out of the 1,000 cases examined, were at once handed over, and a promise was made that all similar ones should be separated from the other cases before delivering. As regards the economical aspect of this transaction, it may be pointed out that the number of unsound tins in the whole consignment can be gauged with a fair amount of accuracy from the actual 10 per cent. examination. Taking, in this case, the cost of carriage upon returned unsound tins up to the amount known, apart from the actual trade loss through being short in the number of sound tins ordered, it was found that the sum would be almost double that incurred by sorting. In connection with the firms alluded to, it is worthy of note that the supervision of the Inspector is looked upon as a valuable business asset, and that, personally, he is regarded as a great friend to the trade, or their particular branch of it. Needless to say that the business are in a flourishing condition.

Although the above remarks are applied to particular firms, it must be understood no difficulty arises with any of the other importers of this class of goods in securing any examination required by an Inspector. There is no fixed system for detailed methodical examination of each consignment, every parcel having to be dealt with upon its own merits at the time being, and very often upon the quay, but every facility possible is provided for the inspection.

PIGS' TONGUES.

During September a considerable quantity of pigs' tongues, packed in barrels, and preserved in what is technically known as "patent pickle," were imported. These tongues are washed, boiled, canned, and put upon the market as home products, and the manipulators prefers them preserved in this particular manner on account of their supposed fresher appearance when made up. Owing to decomposition having taken place in 49 of the barrels the contents of these were seized. Samples from almost every barrel were sent to the Public Health Laboratory for bacteriological examination, and it was found that not only was the preserving fluid crowded with bacteria, but that the interior of the tongues was undergoing decomposition. The tongues having been packed in two different establishments, typical samples of tongues and pickle from each lot were submitted to chemical analysis, for the purpose of determining the nature of the preserving fluid. The qualitative examination of the liquor showed the presence of sodium chloride and of boric acid (or borates), but, although sought for, no other preservatives were found. In one sample, on acidification, a considerable effervescence took place, which was found to be due to the presence of a carbonate (probably ammonium carbonate), and 48 parts per 100,000 of free ammonia were found to be present. In another sample the free ammonia only amounted to 29 parts per 100,000. The first sample contained 786 grains of sodium chloride and 56·8 grains of boric acid per lb. of liquor, whilst the tongue preserved in this contained 588·9 grains of sodium chloride and 66·56 grains of boric acid per lb. The second sample contained 513·1 grains of sodium chloride and 37·1 grains of boric acid per lb. of liquor, and 353·9 grains of sodium chloride and 49·13 grains of boric acid per lb. of tongue.

The results of these analyses illustrate two special points, viz., that the sample containing the larger proportion of preservative shewed the greatest amount of decomposition, as gauged by the amount of carbonate and free ammonia, and that the tongue contained a larger percentage of boracic acid and a less percentage of sodium chloride than the liquor. The chemical analyses were conducted by Dr. Gilbert J. Fowler, who exercised special care throughout in view of the fact that under the Foreign Meat Regulations of the Local Government Board, which were expected shortly to come into force, the importation of tongues preserved in this manner would be prohibited.

The ordinary features noticeable during inspection were the bulging of the barrel ends from accumulation of gas, and the spurting which took place through holes bored in these; the pink, and in some cases turbid character of the liquor; and the sickly disagreeable smell. Apart from decomposition and nature of the liquor, another prominent characteristic of these tongues was the manner in which they were trimmed so as to secure the absence of any particle of the lymphatic glands. As it is well known that the standard of inspection in America, so far as concerns pigs, is not so high as that in England, it appears to be quite possible that tongues which would be condemned in this country would be passed on the other side of the water. It would, therefore, appear that our Inspectors should have the opportunity of judging for themselves as to presence or absence of tubercular infection, and this can, obviously, only be secured by insisting upon the tongues coming over untrimmed. The Local Government Board has decided to prohibit the importation of the whole uncured carcases of pig without the lymphatic glands of the throat and other parts attached. Should not this restriction apply equally to tongues? This appears to be a matter on which the Authority might justly make some representation to the Local Government Board.

TINNED PEAS.

The table shews a large quantity of tinned peas seized and destroyed. In August, samples were abstracted from a consignment and forwarded to the Public Health Laboratory for chemical analysis, and it was found that each contained an excessive amount of copper. The contents of the tins were treated as a whole, i.e. the liquid and the peas were mashed up together and the amount of copper in the peas estimated. One sample was found to contain copper in amount equivalent to 2·975 grains of crystallised sulphate of copper per lb., and the other the equivalent of 3·297 grains per lb. At the request of the importers, an independent analysis was made of the peas alone, these being in the first place thoroughly washed in warm water. The results from three samples shewed the following equivalents per lb. of peas, viz , 3·13 grains, 3·52 grains, and 3·24 grains as sulphate of copper, and ·80, ·90, and ·83 grains as metallic copper respectively. The consignees agreed that the consignment should be detained pending the results of analyses, and the decision of the Authority as to what course should be pursued in respect to it. The matter was duly brought before the Authority, and it was decided that the excessive amount of copper rendered the peas unfit for human food, the Medical Officer being instructed to adopt the usual procedure with a view to their being destroyed.

Your Medical Officer considers that the question of imported tinned green vegetables containing an excessive amount of copper to be one which can now be very favourably dealt with under the powers possessed by the Local Government Board, under the Public Health (Regulations as to Food) Act, 1907. The Departmental Committee appointed to enquire into the use of preservatives and colouring matters, in the preservation and colouring of foods, recommended that the use of sulphate of copper as a colouring matter for tinned green vegetables should be prohibited; and even Professor Tunnicliffe, in his minority report, is of opinion that the presence of metallic copper exceeding in equivalent ·5 grains of this per lb. should not be allowed. Up to the present time no steps have been taken to give force to these recommendations, and action in the matter appears to have been confined to prosecutions against individual grocers, under the Food and Drugs Acts, large numbers of convictions having been obtained for amounts varying from an equivalent to half a grain of sulphate of copper upwards. Although these convictions have been obtained, they can only have had a local effect, as there has been no uniformity of action by the different local authorities of the country generally. One local area might thus be freed from prepared foods of this class, whilst another local area might be deluged with it. With the new machinery established, under the supervision of the Local Government Board, at all ports of entry, there would be no difficulty in having samples tested from each consignment of this variety of imports, and if a certain dictum be laid down, either as regards total prohibition or the amount of copper to be allowed, there would be no difficulty in dealing with the subject on uniform lines. The particular peas mentioned were seized and dealt with under the powers possessed by the Authority under the amended Order of 1906, and before the Regulations of the Local Government Board came into force; but now that all Port Sanitary Authorities are empowered to inspect food imports, it is perfectly clear that Manchester cannot for the future take isolated action in cases of this kind. Your Medical Officer recommends that the Authority should give serious consideration to this particular aspect of food inspection with a view to obtaining uniformity of action at all Ports.

CONDENSED MILK.

A considerable amount of tinned condensed milk comes into the Port, as may be judged from the Board of Trade returns for the year 1907, which gives the value at £107,238. So far as your officers have been able to ascertain, all the preparations of milk are sweetened, a considerable amount (coming *via* Rouen) being prepared from unskimmed milk, and the remainder (coming *via* Rotterdam) being prepared from what is described as "machine skimmed milk." These particular consignments are always carefully examined by your inspectors, and the almost universal experience has been that the condition, so far as can be ascertained by external examination, is quite good. During the year there has only been one consignment, consisting of 50 cases, of a doubtful nature, and upon this being sorted 20 per cent. of the tins were found to be more or less blown. A typical sample was sent to the Public Health Laboratory, and it was there shewn, by experiment with a trocar attached to a manometer to contain gas under pressure, besides producing both ærobic and anærobic growths of micro-organisms on cultivation. On piercing a large number of these tins under water, the positive pressure within was demonstrated by the manner in which bubbles of gas were forced through the perforations made by a sharp spindle, and by the subsequent collapsing of the blown ends of the tin. The owners raised an interesting contention to the effect that this appearance of being blown was due to the buckling of the tin ends, through their having been cut a little too large for the cylindrical portion. The study of the method of capping does not, however, bear out this view. The joints of these tins are not soldered, but are overlapped and pressed close together by a machine; when either end is being fixed, both are firmly fitted upon revolving steel "chucks," whilst the rim of the particular end in question is brought into contact with a tool, which turns over and fixes the edges. Whilst fixed in this machine, the weakest part of the tin is the cylindrical portion, so that when a top which might be too large is being fitted any giving way must take place in this weaker portion; the end fitted to the absolutely solid steel "chuck" would be forced into the cylinder and could not buckle. The most one could get, under any circumstances, from tins capped in this manner would be a little more resiliency in the tin, such as is, as a matter of fact, found now and again in the case of tins of this class of milk. Another objection to this theory arises from the fact that the contents of these particular tins would be warm when sealed up, and that, therefore, with the negative pressure produced on cooling, any buckling would take place inwards, and not outwards. Positive proof, however, that these ends were not buckled, was the entire disappearance of the convexity and complete flattening after perforation.

It was also contended that no brands of this class of milk were sterilized, and that any sample would be found to contain a large number of micro-organisms. This, of course, is admitted, and it further appears fairly well proved that any micro-organisms present are mainly in a quiescent state whilst within the tin. But there is no doubt that these tins do become blown on occasion; even the firm who advanced the contention that these particular ones were not blown, having the previous year delivered up to the Authority a considerable number of admittedly blown tins, which had been returned as such by their customers. The large amount of sugar added to these preparations, though not destroying bacteria, appears to have a strong inhibitory effect on their growth whilst the "milk" is in a concentrated form, and any decomposition which does take place is usually of a modified character. It is for this reason that it is very difficult to get any reaction in a tin of this sweetened milk on introducing the bacillus *coli communis*, and many experiments are apt to fail, though it is an undoubted fact that this reaction has been obtained. In further proof of the capability of the concentrated material reacting, your Medical Officer has, on occasion, seen tins of sweetened machine skimmed milk which have blown to a very considerable degree, and even burst under the pressure of gas. In the instances, admittedly rare as compared with the total imports, where these tins are blown, it is quite obvious that one could not say whether the formation of gas has been due to the presence of the *bacillus coli*, *bacillus enteritidis*, or simple *bacilli* of decomposition, but as it is known that *bacillus coli* has been found in sweetened condensed milk, and two out of six of the particular samples alluded to gave the *enteritidis* reaction, it is apparent that tins of the character seized could not have been allowed with safety to become distributed among the public.

It was further suggested that the thinness of the metal, of which the tins are made, would, through its greater resiliency, tend to cause or increase the appearance of being blown. As, however, the ends of the average tin are perfectly firm, on palpation, and not one per cent of those examined shews any resiliency, this contention is not worth serious consideration.

There is, however, a defect which occurs in the capping process which can, and probably does, give rise to contamination, decomposition and subsequent blowing. The seam of the cylindrical part of the tin is of the double-lapped variety, so that when complete there are four layers of material along that particular part. The cap is stamped out to fit inside the end of the cylinder, the edge being turned over to correspond with a similar turning over of the edge of the latter. This results in a considerable thickening at that part of the edge where the four-layered seam is turned over, so that, when the two are being compressed in the machine, the pressing tool is thrown somewhat out of circuit by the projection, thus interfering with the evenness of pressure at this particular point. In the tin-plate working trade, it is found that cans intended for the reception of liquids, seamed together in this way, are apt to run at the spot mentioned, and it is therefore customary to obviate this by applying a little solder. This is undoubtedly the weakest part of the solderless seam, and as a matter of fact, wherever evidence of leakage has been found in connection with tins of condensed milk, it has been at this point.

Taking these consignments of milk as a whole, apart from blowing, it appears to have given some concern to experts to decide as to what should constitute unsoundness. Several American commissions have recommended that this should be decided by fixing a limit to the number of micro-organisms per cubic centimetre, and an English expert has suggested that unsoundness can only be decided by demonstrating the presence of disease producing micro-organisms. In view of the wide range in degree of contamination in any single consignment, how either of these two systems could be put into operation without making a bacteriological examination of every tin it is difficult to conceive. In any particular parcel, tins can be found which shew both large and small percentages of micro-organisms, and which may either contain or not contain pathogenic bacteria, so that a percentage examination could not possibly give a reliable index for the whole. A few tins abstracted from a consignment and bacteriologically examined, might, in whole or part, fall within either of these standards, or be outside altogether, but one could not conscientiously say that all were good or bad on such a result. One aspect of the question is, however, very certain. All tins of sweetened condensed milk contain micro-organisms to a greater or less degree; the contents of a large number exhibit the *enteritidis* reaction; and the presence of the *bacillus coli communis* has certainly been demonstrated. This milk is mainly used diluted, and, particularly that given to babies, is frequently allowed to stand for a considerable time before use, thus giving ample opportunity for bacterial changes to take place. Further, though it is claimed that this class of milk cannot be sterilized, it is an undoubted fact that large quantities of efficiently sterilized tins of milk are used, though of the unsweetened variety. Why, therefore, should people run any risk through consuming this obviously dubious preparation? The presence of sugar is certainly of no advantage to the consumer, but on the other hand, the consumption of the unsweetened whole milk should certainly have a wholesome effect upon, at least, the infantile death rate. It can be said of course that fresh milk is not sterile, but in answer it may be pointed out that the danger of contaminated fresh milk is well realised, and that strong efforts are being made to ensure the purity of the supply; and moreover it is the practice of the medical profession, in all cases where babies have to depend on artificial feeding, to recommend the sterilization of cow's milk before use.

The general condition of condensed milk *per se*, as regards fitness or unfitness, is a question which cannot be dealt with by individual Port Sanitary Authorities, but is one which can be very well recommended to the Local Government Board for serious consideration. All that can be done locally is to take possession of such tins as appear obviously unsound in the judgment of an Inspector, that is to say, those that are blown or appear to be blown.

The exchange of views between the Authority and the owners of the consignment from which the seizure alluded to was made, had not been concluded at the close of the year.

MISCELLANEOUS.

The 74 cases of Raisins seized and destroyed were damaged through contamination with a mixture of walnut extract and the drainage from a quantity of salted hides. The Gum Acacia (which was intended for the preparation of sweetmeats) grape nuts, sweets, cocoa, and lager beer, had been rendered unwholesome through the occurrence of a fire in the warehouse where they were stored.

METHODS OF DISPOSAL.

As in the previous year, the destructor as a method of disposal has not been utilised any more than necessary, it having been fully recognised by your officers that, if articles unfitted for human food had a commercial value for other legitimate purposes, such utilisation should be allowed, provided proper security be forthcoming. In obtaining this security, however, two fundamental principles have been insisted upon, viz.: that the goods should only be released to the actual user for other purposes than human food, or to a manufacturer who converted these into material which has only a market for such other purposes.

So far as grain is concerned, the system still continues to work remarkably well, for out of a total of 700 tons seized, only 4½ tons were destroyed by a Magistrate's Order, whilst a similar amount was surrendered for destruction by the owners. Of course, it is not contended that the grain trade cares for this supervision, but, as previously referred to, this system of supervising disposal becomes a necessity owing to perhaps the few wrong doers.

All the lard seized has been utilized for making soap or waggon grease; the pigs' tongues were allowed to be taken for fat abstraction and the making of manure; most of the potatoes were disposed of for pig feeding.

At the close of the year, your Medical Officer was able to make satisfactory arrangements for an advantageous change in the system hitherto followed for disposal of condemned carcases, parts, and organs from the Foreign Animals Wharf. The English Products Co. Ltd., a firm which takes all the good fat from the Abattoirs for conversion into an edible product, having likewise purchased a well-fitted up works at Warrington, which is capable of efficiently dealing with condemned material, made a reasonable offer to collect and transport to these premises the whole of the condemnations for the purpose of extracting commercial tallow and making manure. These are now collected daily, when slaughtering is in progress, placed in a sealed van, and forwarded direct per rail to the works at Warrington, where the seal is broken and the material placed in digesters under the supervision of an Inspector of the Warrington Corporation.

Condemned fruit and other materials which require destruction have been efficiently dealt with by the Salford Corporation, at the expense of the Authority.

UNSOUND FOOD REGULATIONS.

The Regulations issued by the Local Government Board, in accordance with the provisions of the Public Health (Regulations as to Food) Act, 1907, came into force on the 1st November, and upon that date your Medical Officer commenced to regulate his procedure on the lines laid down in the text. On the whole it may be stated that the methods of dealing with unsound food have been simplified, and at the same time greater power is placed in the hands of the administrative officials. In the first place the Medical Officer of Health is made responsible for the carrying out of the Order, but certain powers, mainly those of actual inspection, can be delegated. The Authority, therefore, has appointed the following inspectors to carry out the delegated powers, viz., Mr. R. Adams, Mr. G. W. Mason, Mr. Hy. Atkinson and Mr. W. Richmond, and the Local Government Board has approved of these selections.

The articles to be dealt with had formerly to be such as were intended for human consumption, but now any of these commonly used for the food or drink of man will be deemed to be intended for this purpose unless the contrary be proved. Examinations may be made either on the ship or on the quay, but although these occasionally take place on shipboard, the inspections in warehouses are the principal concern to an Authority. The former procedure at the Port was for an inspecting officer, on being satisfied by sample that a certain proportion of a consignment was likely to turn out unsound, to serve a notice of seizure upon the wharfinger in charge, and obtain the name and address of the owner for further notification. The Ship Canal Co., and shipping firms having warehouses of their own, have, throughout, adhered to the custom not to allow any of the goods so seized to be taken away without the consent of the Inspector or Medical Officer. The opening up of the rest of the consignment was then taken in hand by the owner at his own expense, the Authority simply being responsible for the inspection. Under the Regulations the inspecting officer is now able to go on with his examination at once, simply calling upon those in charge of the ship or warehouse to unpack or uncover as much of the goods as may be necessary for the purpose of examination. The old practice, however, of calling upon the owner to make the examination has still been adopted with large consignments. Nothing is said as to who shall pay for the examinations called for by the inspecting officer, but the opinion appears held and acted upon that the cost should not be borne by the Authority.

Although formerly the inspector, on making a seizure, was supposed to carry the unsound goods away and have them dealt with by a magistrate, it was never customary to do so, on account of the arrangements made with the occupiers of the warehouses. He is now enabled to either move the articles or give notice to the person in charge that the same must not be removed until dealt with by a justice, or permission be obtained from the Medical Officer of Health..

If the articles be surrendered for destruction, or the Medical Officer agrees to their being utilised for some satisfactory purpose, other than human food, they can, as was formerly the custom by agreement, be removed under supervision for that purpose. The justice adopts the usual custom of dealing with unsound articles, if satisfied that they are unfit for human food, and proof has not been given to him that the sale for human consumption was not intended. For the purpose of proving that the articles are not intended for sale for human consumption the owner can claim to be heard before the magistrate, though he has still no *locus standi* for raising any other contention. If it be proved that the articles are not intended to be sold for human consumption, an order is now made dismissing the complaint, but setting forth such particulars of the goods as will serve to identify them, along with the names, description, and abode of the owner and person who is to take delivery. A copy of this document must be furnished to the Authority.

The Medical Officer, or his Deputy, is entitled to take samples from any consignment, but no instruction is given as to whether these samples have to be paid for. In practice, however, most firms have always been most willing to supply any samples required, and only on about two occasions has payment been requested from the Authority.

The Medical Officer of Health has power to detain any consignment for any time not exceeding 48 hours, or for longer by arrangement with the owner, if special procedure be regarded as necessary for the purpose of the examination. This detention is specially intended to allow time for the results of chemical and bacteriological examinations to be obtained. It also enables an inspecting officer to detain, pending the decision of the Medical Officer on the condition of samples which he might have submitted to him. The utility of this Regulation will depend upon the elasticity which will be allowed to the Medical Officer in deciding as to what will be considered "special procedure" necessary for the examination of articles of food. The quality of food consignments generally is gauged on the percentage examination, and large quantities are passed as sound on this. If the percentage, on the other hand, proves unfavourable, a complete examination becomes a necessity, and, from experience, your Medical Officer would certainly class such as "special procedure."

Provision is made for granting search warrants, but as the penalty for disobeying any of the Regulations is £100, one would not anticipate that many of these will be required. Notices to be served under the Regulations may be sent through the post. Specific direction is given with respect to the keeping of exact records of all articles of food destroyed or otherwise disposed of.

Your Medical Officer has on previous occasions made reference to the necessity of some working arrangements between the Officers of Customs and your officers, to secure the examination of food stuffs whilst lying on the quay; the old arrangement of having to wait for the Customs examination being completed frequently resulting in the goods being removed before they could be examined. It is therefore very pleasing to note that the officers of Customs are now required, on request, to give such facilities for examination as may be necessary.

Provision is made for settling any difference arising out of action taken under the Regulations by appealing to the Local Government Board, though, unfortunately, this course can only be taken on the application of all the parties concerned. The Local Government Board has the option of determining the difference, either as arbitrators or otherwise, the latter meaning that the dispute would be settled by Order. In the opinion of your Medical Officer, if this provision is to be of any practical advantage, the Local Government Board should be enabled to settle the difference in all cases where the amount involved exceeds £20, on the application of either side; or, where the amount involved is less than £20, by agreement between the parties. Either party can decide on arbitration, under the Public Health Act, if the damage amount to over £20, and the want of applying this privilege to Local Government Board appeals will probably prove a serious matter to Port Authorities. One learns by experience, and the following is a case in point. Articles were seized of a value not exceeding £6, and a condemnation order was made by a magistrate. The owners, not being satisfied, intimated their intention to claim damages, and the Authority naturally elected to have the case decided by a court of summary jurisdiction. As the Authority had, as a matter of courtesy, advised the owner of the application to be made to a magistrate for an order of condemnation, the latter thought fit to appear with a solicitor and witnesses, and was thus enabled to run up a bill of costs, making the total amount of damage over £30 instead of £6. The owner, therefore, refused to have anything to do with the court of summary jurisdiction, and insisted upon arbitration under the provisions of Section 179 of the Public Health Act. The Authority then suggested an application to the Local Government Board under Article 13 of the Regulations, but this was promptly refused. In circumstances such as these an Authority, though satisfied as to the correctness of the seizure and condemnation, must either run the risk of a very heavy expenditure in costs or pay the damage.

Another useful purpose which the Regulations might have fulfilled would have been the defining of the terms "diseased, unsound, unwholesome, or unfit for the food of man." It is quite plain from the wording of Section 116 of the Public Health Act, 1875, that each term constitutes a separate and distinct qualification, and that any article of food can be seized and condemned under any single heading. There appears, however, to be a fairly general idea among importers that articles should not be condemned unless it can be distinctly proved that they are unfit for the food of man, a term which appears to mean with them the exercising of a distinct injurious influence on the human organism. Now that articles are being seized in such bulk as to involve considerable financial loss, it appears quite likely that there will be some demand for proper definition, and as this would have to be a legal one, in the ordinary course, some Authority will probably be compelled to go to the High Court, if not further.

Your Medical Officer ventures to suggest that the Public Health Act recognises, just as much as the Food and Drugs Act, that a purchaser is entitled to receive a standard article when he is purchasing food. The Food and Drugs Act does not insist that an article should be injurious to the health of the consumer, but insists on purity, and so does the Public Health Act. A pure standard article of food must be free from adulteration or disease, and must be sound, wholesome, and in every way fitted for the food of man. If all these conditions are not fulfilled in the case of any particular article this has no right to be sold to the public.

Although an article may possess more than one of the disabilities mentioned in the Public Health Act, in the opinion of your Medical Officer the individual ones can be fairly well defined.

If a carcase or part is diseased it is necessarily not a standard article, and it is really of no concern whether that disease is one communicable to man or not to secure condemnation. As an instance, a carcase infected with Texas fever was recently seized at the Foreign Animals Wharf, but though this is said not to be communicable to man, the tissues were so altered that no one would have been likely to contend that they were of the proper nature of fresh meat. Again, a great number of organs are condemned from the presence of tumours of various kinds, and one cannot say that fibroid growth in a liver, although occupying a part of that organ only, does not interfere withe proper standard nature of the part. Even in cases of tubercle one would not be prepared to prove communicability as a universal consequence of ingestion.

An article of food may be said to be unsound when its constituent particles have either wholly or in part undergone some intrinsic physical or chemical alteration as a consequence of some influence introduced from without. From aceteous fermentation beer or wine becomes vinegar, and a change of this kind renders the beer or wine, as such, unsound, though vinegar, as vinegar, cannot be said to be unwholesome or unfit for the food of man, The tissue of a defrosted apple has certainly undergone an important physical change, which entirely alters the consistence and causes the flavour to disappear. These apples are certainly unsound, but it cannot be stated that they are unwholesome, because they are absolutely tasteless, or, further, that they would injure the health of any person eating them. Again, anyone is familiar with bad walnuts, where the edible parts have either wholly or partially disappeared, and will admit that, although the scraps left might not be unwholesome or harmful, the nuts themselves must be considered unsound. Many articles of fish, flesh, and fowl have been seized and condemned on account of decomposition after contamination with putrefactive micro-organisms, although it is well known that parts of the digestive system of man are well supplied with these, and that the bulk of those coming from outside are destroyed in the stomach. It never appears to have been regarded as necessary for condemnation that this decomposition should have been accompanied with the presence of such distinctly harmful organisms as the *bacillus coli* or its like.

An article of food may be considered unwholesome when contaminated with foreign material which does not bring about any alteration in the food tissue itself, but so commingles with it as to render it objectionable from taste, smell, appearance, or nature of the contamination. Reference has been made to the effects of a fire at a warehouse within the area of the port, where one of the results was the contamination by smoke of a large number of packages of prepared cereals. The food stuff contained in these packages was neither diseased or unsound, and it can scarcely be said that their ingestion would have been harmful to anyone, but they were certainly unwholesome, and as such were not entitled to be offered for sale. Another good instance is provided by the circumstance of a large number of raisins being contaminated with the brine drainage from hides, in which was dissolved the contents of a number of barrels of walnut extract. These very well came within the classification of unwholesome, and indeed could scarcely have been seized on any other grounds.

Unfit for human food is apparently intended as a term which would cover any condition rendering an article unfit for food from any cause other than those mentioned. Under this heading might be placed such as had been contaminated with any outside material which would be likely to render it harmful to the individual eating it. Canned meats, contaminated with lead, could not be said to be diseased or unwholesome, in a generally-accepted sense, but they are certainly unfit for the food of man. Preserved peas which have been too heavily dosed with sulphate of copper, also come under this category. It is well known that potted meats, pies, &c., contaminated by bacilli of the *Coli* or *Enteritidis* type, have created serious outbreaks, and it is questionable whether these articles of diet could be properly brought under any other heading than that of "unfit for the food of man."

In the opinion of your Medical Officer these suggestions are of very practical importance, and should be considered by the Authority with a view to representations being made in the proper quarter.

The following forms of notices, each printed on different shades of paper, have been adopted by the Authority under the Unsound Food Regulations.

(1) Notice of Seizure served upon the Wharfinger by Inspector :—

Public Health (Regulations as to Food) Act, 1907.
Public Health Act, 1875.
Public Health Acts Amendment Act, 1890.
Seizure of Unsound Food.

Notice to Owner, &c.

Port of Manchester
Sanitary Authority,
To Wit.

To

I, the undersigned, Inspector of Nuisances, of and for the Sanitary Authority of the Port of Manchester, **do hereby give you Notice** that I have on behalf of the Medical Officer of Health, this day lawfully seized certain articles intended for the food of man, to wit,

the same being then in a certain place to wit
there situate, and then and there appearing to me as such Inspector to be

I further give notice that the same must not be removed or disposed of until examined by a Justice, except by permission and under direction of the said Medical Officer of Health.

Dated this day of 190

Inspector of Nuisances of and for the said Authority.

15, Salisbury Buildings,
Trafford Road,
Manchester.

(2) The following is forwarded from the Office to the Owner of the goods :—

Public Health (Regulations as to Food) Act, 1907.
Unsound Food Regulations, 1908.
Article IV. (4, 5).
Seizure of Unsound Food.

Notice to Owner, &c.

Port of Manchester Sanitary Authority, To Wit. To and whom it may concern,

This is to give you notice that an Inspector of Foods, duly authorised to act on my behalf, has this day seized as
certain articles commonly used for food (or drink) of man, to wit,

the same being then deposited at
I further give you notice that the same must not be removed or disposed of until examined by a Justice, except by my permission and under my direction as provided by Article IV., sub-division 5, of the above-mentioned Regulations.

Dated this day of 19

Medical Officer of Health.

15, Salisbury Buildings,
Trafford Road,
Salford.

(3) The following is served upon the Wharfinger by an Inspector when requiring the opening up of goods :—

Public Health (Regulations as to Food) Act, 1907.
Unsound Food Regulations, 1908.
Article IV (1, 2, 3).
Facilities for Examination.

Notice to Wharfinger, &c.

Port of Manchester
Sanitary Authority,
To Wit.

To and
whom it may concern,

I have to inform you that the following articles of food, viz. :—

lying at require examination, and therefore notify you to provide me, or an Inspecting Officer duly authorised to act on my behalf, with the necessary facilities for such examination by suitable arrangement, unpacking, and uncovering the said articles as directed.

Date

Time

Medical Officer of Health.

15, Salisbury Buildings,
Trafford Road,
Salford.

……………………………………………………………………

* FACILITIES FOR EXAMINATION NOTICE.

To

Articles

Place of Deposit

Date Time Inspector.

* This portion detached by Inspector.

(4) When samples are taken for chemical and bacteriological examinations, when the Inspector desires to consult the Medical Officer of Health, or it appears advisable to make arrangements with the Owner for complete examination and sorting, the following notice is served :—

Public Health (Regulations as to Food) Act, 1907.
Unsound Food Regulations, 1908.
Article VIII (2).
Detention of Food.

Notice to Wharfinger, &c.

Port of Manchester Sanitary Authority, To Wit. To and whom it may concern,

I have to inform you that certain articles of food, viz. :—

lying at require special procedure for their examination, and do therefore notify you that the same be not removed from such place of deposit for a period of hours ; and, further, that you afford such facilities for completion of the same as I or an Inspecting Officer duly authorised to act on my behalf do direct.

Date
Time

Medical Officer of Health.

15, Salisbury Buildings,
Trafford Road,
Salford.

……

DETENTION NOTICE.

To
Articles
Place of Deposit
Date Time Inspector.

(5) When samples are taken the following, printed upon a card, is filled up and inserted in the package:—

Manchester Port Sanitary Authority.

Public Health (Regulations as to Food) Act, 1907.

Unsound Food Regulations, 1908. *Article VIII* (1).

.... abstracted

for the purpose of examination.

Medical Officer of Health.

Date ....

(6) Form of Surrender.

Manchester Port Sanitary Authority.

Telephone:
114 DOCKS.

15, SALISBURY BUILDINGS,
TRAFFORD ROAD,
SALFORD,

....19

I hereby surrender the following articles to the above-mentioned Authority for the purpose of destruction:—

....

....

....

....

....

....

Signed..

(7) Form of Certificate of condemnation and destruction given by Medical Officer of Health :—

Manchester Port Sanitary Authority.

Telephone :
114 DOCKS.

15, Salisbury Buildings,
Trafford Road,
Salford,

.... 19

To ....

This is to certify that the undermentioned articles, owned by you, were (*seized or surrendered*) on the day of 19 , as being , and were duly destroyed.

....

....

....

....

....

....

Signed..

Medical Officer of Health.

TABLE I.—SHEWING PRINCIPAL FOOD IMPORTS AT OUR CHIEF PORTS.

PORT.	IMPORT.	AMOUNT. 1906	AMOUNT. 1907
		£	£
London	Grain	15,464,460	16,381,632
	Meat	12,195,156	13,167,676
	Tea	9,671,699	10,521,732
	Butter	7,320,075	6,638,759
	Sugar	5,850,368	6,282,392
	Fruit	4,084,117	5,296,674
	Animals ...	3,542,987	3,406,761
	Cheese... ...	3,657,795	3,267,778
	Eggs	2,080,997	2,057,932
Liverpool... ...	Meat	17,154,490	16,516,851
	Grain	14,653,181	16,455,203
	Sugar	4,136,668	4,604,609
	Fruit	3,059,259	4,528,019
	Animals ...	4,816,940	3,696,571
	Lard	1,764,541	2,007,048
	Cheese... ...	1,682,173	1,572,328
Hull	Grain	7,958,903	9,772,361
	Butter	3,214,124	3,050,971
	Meat	1,382,442	1,330,313
	Eggs	995,341	1,162,612
	Sugar	725,646	820,200
	Fruit	619,562	665,984
	Fish	669,824	648,116
	Lard	564,530	509,566
	Margarine ...	588,821	452,309
	Vegetables ...	273,434	400,241

TABLE I. (*continued*)—SHEWING PRINCIPAL FOOD IMPORTS AT OUR CHIEF PORTS.

PORT.	IMPORT.	AMOUNT. 1906	AMOUNT. 1907
		£	£
Southampton ...	Meat	2,184,633	2,640,920
	Butter	1,822,561	1,707,763
	Cocoa and Coffee	831,819	1,338,250
	Vegetables ...	703,749	1,013,418
	Fruit	565,124	638,494
	Grain	443,035	468,788
Leith	Grain	2,802,252	2,881,388
	Butter	2,360,461	2,520,488
	Sugar	2,552,782	1,571,866
	Eggs	1,032,314	1,076,183
Glasgow	Grain	4,087,022	4,645,555
	Meat	1,233,062	1,198,297
	Fruit	663,710	758,356
	Animals ...	863,001	599,420
Harwich	Meat	4,260,176	4,917,862
	Butter	1,418,069	1,874,012
	Eggs	1,020,208	1,021,614
	Margarine ...	831,354	706,366
Manchester ...	Grain	2,304,106	3,031,804
	Fruit	868,805	876,642
	Sugar	587,110	824,798
	Lard	678,562	711,543
	Meat	452,853	376,862
	Animals ...	370,085	318,913

TABLE I. (*continued*)—SHEWING PRINCIPAL FOOD IMPORTS AT OUR CHIEF PORTS.

PORT.	IMPORT.	AMOUNT. 1906	AMOUNT. 1907
		£	£
Bristol	Grain	4,117,661	4,395,940
	Cheese	1,017,033	919,881
	Sugar	981,717	1,012,240
	Fruit	493,277	688,980
	Meat	358,479	472,972
	Cocoa	131,818	269,472
	Lard	272,786	263,236
	Butter	358,479	218,716
Newcastle-on-Tyne	Butter	2,306,343	2,348,996
	Grain	1,341,488	1,500,513
	Meat	467,117	539,359
	Eggs	385,166	366,881
Grimsby	Butter	2,564,266	2,909,598
	Eggs	457,892	477,860
	Meat	187,834	301,545
	Margarine ...	342,945	230,660
Cardiff	Grain	1,865,267	2,000,489
	Meat	256,418	240,633
	Vegetables ...	88,026	167,311
	Fruit... ...	41,694	46,511

TABLE II.—COMPARING FOOD IMPORTS WITH TOTAL IMPORTS, AT THE CHIEF PORTS, AND SHEWING THE RATE OF INCREASE.

	1901.	1902.	1903.	1904.	1905.	1906.	1907.
	£	£	£	£	£	£	£
LONDON :—							
Total Imports ..	169,564,009	167,568,254	173,132,088	174,475,656	181,061,265	199,407,311	209,672,562
Food Imports ..	65,587,749	63,102,082	67,795,404	67,620,504	77,631,236	72,702,835	74,864,461
LIVERPOOL :—							
Total Imports ..	131,557,791	127,194,381	129,000,840	137,523,276	139,295,487	146,701,650	160,405,187
Food Imports ..	43,931,152	49,653,454	50,881.926	49,332,556	51,313,269	52,415,178	52,740,846
HULL :—							
Total Imports ..	31,749,185	32,964,423	32,601,063	31,858,730	32 545,886	35,537,397	39,603,363
Food Imports ..	15,623,989	16,454,042	16,653,856	16,775,080	17,139,857	17,429,305	19,236,215
MANCHESTER :—							
Total Imports ..	14,901,401	17,620,772	20,279,255	21,468,225	23,290,796	26,536,274	30,402,229
Food Imports ..	2,919,825	3,751,194	4,581,406	4,975,415	5,024,119	5,634,009	6,496,657
SOUTHAMPTON :—							
Total Imports ..	14,362,247	15,826,980	15,740,195	15,586,750	15,342,346	16,518,244	20,161,486
Food Imports ..	6,754,528	8,482,131	8,165,982	7,980,715	7,437,876	7,252,985	8,406,600
HARWICH :—							
Total Imports ..	17,246,172	19,757,754	14,391,913	18,494,579	18,197,675	19,014,411	18,958,169
Food Imports ..	7,934,791	9,251,066	9,285,033	9,335,304	8,490,654	8,824,483	9,616,262

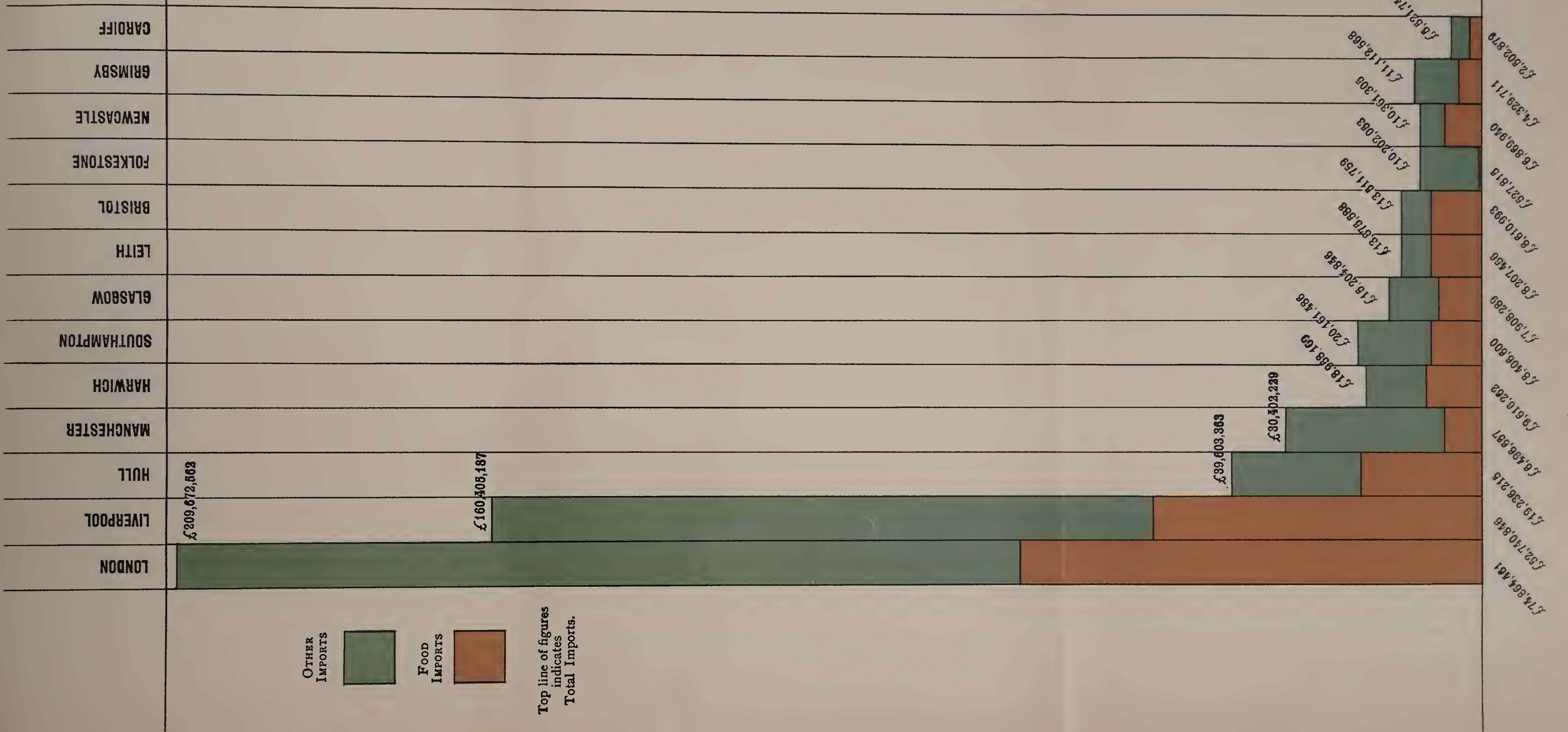
GLASGOW:—	Total Imports ..	13,971,183	13,635,239	14.408 658	13,946.006	14,294,421	15,396,381	15,204,846
	Food Imports ..	7,524.975	7,090,633	8 133,299	6,617,711	7,275,100	7,600,258	7,908,289
LEITH:—	Total Imports ..	12,438,779	12,684,110	13,787,191	13,255,086	12.754,072	13,628,073	13,875,588
	Food Imports ..	7,214,861	8,415,962	7,855,201	7,694.993	7,924,342	9,501,265	8,207,456
BRISTOL:—	Total Imports ..	12,256,600	12,183,910	12,751,022	11.870.809	12 090,974	12,397,273	13,511,759
	Food Imports ..	7,976,555	7,846,503	8,288,848	7,687.092	7,890,432	8,367,260	8,610,993
NEWCASTLE:—	Total Imports ..	9,581,298	9.514.460	10,051,602	10,055,619	9,154,268	9,893,124	10,361,305
	Food Imports ..	5,952,910	5,895,582	6,079,800	6,146,113	5,183,216	5,235,078	6,869,940
GRIMSBY:—	Total Imports ..	9,214,527	9,940,279	10,148,431	10.155.209	10,687,421	11,122 293	11,112,568
	Food Imports ..	2,737,193	3,263,692	3,474,275	3,197,668	3,165,396	3,868,395	4,329,711
CARDIFF:—	Total Imports ..	3,539,658	3.956,138	4,312 025	4,884,295	5 173,437	5,406,031	5,521,749
	Food Imports ..	1,411,795	1,559 560	1,825,784	2,298,346	2,541,671	2,303,355	2,502,879
FOLKESTONE:—	Total Imports ..	10,915.869	10 777,801	11,053,872	10.761,270	10,432,203	11,331,097	10,202,053
	Food Imports ..	516,416	502,972	503,921	754,398	701,889	649,262	527,818

TABLE III.—Shewing the Principal Producing Countries and the differences in the amounts of Food Imports produced for this Country in the four years 1901, 1905, 1906 and 1907.

Country.	Year 1901.	Year 1905.	Year 1906.	Year 1907.
	£	£	£	£
United States of America	61,422,052	42,347,658	52,946,835	47,573,092
South and Central America	11,381,108	24,018,073	22,877,349	24,652,958
Canada	13,378,656	19,427,773	22,454,945	21,594,763
Denmark	13,059,917	14,920,903	15,992,205	17,797,437
Australia and New Zealand ...	10,493,772	14,076,046	14,448,692	16,208,065
India	8,908,059	16,379,133	12,667,382	15,797,659
Russia	10,321,914	20,418,718	15,309,738	15,237,744
Germany	13,307,903	13,060,417	14,074,460	15,059,642
Netherlands ...	11,443,514	10,896,443	11,742,229	12,028,948
France	12,627,009	8,881,196	9,028,963	9,479,651
Belgium	4,254,184	4,023,940	3,865,804	3,710,837
Total	£170,598,088	£188,450,300	£195,408,290	£199,140,796

DIAGRAM

Shewing Value of Food Imports compared with Value of Total Imports from abroad at the 13 Principal Ports during 1907.



THE SANITARY CONDITION OF SHIPS.

The number of vessels registered under the Merchant Shipping Act inspected during the year totals 2,562. Of this 954 were found with insanitary conditions of various kinds. When compared with the numbers for 1907 a decrease under both headings is noted. In 1907 the inspections numbered 2,592 and the defective vessels 1,014. The percentage of defective vessels is, therefore, somewhat lower for 1908. In the Manchester Section there is an increase of inspections amounting to 74, and in the Runcorn Section a decrease of 104. The following Table shews the total number of vessels inspected in the Port, together with the total numbers and percentage of defective vessels each year, from 1897 to 1908, inclusive. At the Manchester Section Inspector Atkinson has been assisted on several occasions by Mr. Whalley.

The total number of vessels inspected within the port, together with the total number and percentages of defective vessels, from 1897 to 1908:—

Year.	No. Inspected.	No. Defective.	Percentage.
1897	790	86	10·8
1898	1346	263	19·5
1899	1294	251	19·4*
1900	1610	231	14·4*
1901	1344	263	19·5
1902	2477	870	35·1
1903	2585	916	38·4
1904	2621	1241	47·35
1905	2510	1169	46·57
1906	2284	984	43·08
1907	2592	1014	39·12
1908	2562	954	37·22

The number of vessels inspected at various points within the Port during each year are shewn as follows:—

Comparison as to the number of vessels inspected at various points within the Port:—

Year.	Manchester and Salford.	Runcorn and Weston Point.	Ellesmere Port.	Widnes.	Other Places.
1897	543	158	39	28	22
1898	762	386	111	60	27
1899	667	308	108	43	168*
1900	619	331	80	63	517*
1901	861	313	70	66	34
1902	1194	862	137	174	110
1903	1087	737	192	206	163
1904	1186	965	175	155	137
1905	1157	863	164	135	191
1906	1105	731	173	99	176
1907	1223	883	191	125	167
1908	1286	852	171	82	171

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* Extra Inspector at Eastham.

Good progress has again been made during the year in obtaining notification from owners of the remedying of defects.

VESSELS RENDERED SANITARY.

	1906.	1907.	1908.
January	48	44	38
February	43	33	34
March	42	38	45
April	47	79	42
May	54	35	60
June	36	54	20
July	61	42	42
August	39	42	32
September	31	74	46
October	49	65	51
November	55	55	44
December	41	65	49
Total	546	626	503

Statutory Notices to remedy, under the Public Health Act, to the number of 21, have been served during the year. Of these 8 have been complied with, while in the remaining cases the vessels have not since been inspected, or promises to remedy have been received.

Only one firm of Owners has been brought into Court during the year, viz., that of the S.S. "Moonlight," the case being one adjourned by the Salford Stipendiary Magistrate from November 2nd, 1907. The Authority complained of both forecastles being defective in lighting, and that a nuisance existed in a W.C., amidships, through defective flushing facilities. The Stipendiary Magistrate, J. Makinson, Esq., after listening to the evidence of both sides, visited the vessel and subsequently gave judgment for the Authority on both counts, the abatement orders being granted.

So far as the judgment on defective lighting is concerned this was a case of some importance. The usual contention was advanced by the owners "That the lighting was in accordance with the Board of Trade Regulations, and had passed the Surveyor." The Solicitor to the Authority was quite willing to accept the standard laid down by the Board of Trade as efficient, but there was no difficulty in proving to the Magistrate, on personal inspection, that this standard was not fulfilled, although the ports were wide open and the interiors had been newly painted white. The case was taken up under Section 91 of the Public Health Act, 1875, it being contended that the defective lighting constituted a "Premises in such a state as to be a nuisance or injurious to health." Why obvious sanitary defects are "passed" by surveyors of the Board of Trade, one is not prepared to say, but this decision shows very clearly the uselessness of shipowners attempting to shelter themselves behind the Board's certificate.

The following Table shews at a glance the work of the two Merchant Shipping Inspectors during each month of the past five years, along with the increases and decreases in numbers of inspections from year to another.

MANCHESTER PORT SANITARY AUTHORITY.

TOTALS OF MONTHLY INSPECTIONS FOR 1904-5-6-7-8.

	1904. (Record Year.)			1905.			1906.			1907.			1908.		
	M/c.	Run-corn.	Total.	M/c.	Run-corn.	Total.	M/c.	Run-corn.	Total.	M/c.	Run-corn.	Total.	M/c.	Run-corn.	Total.
January ...	77	68	145	105	98	203	78	61	139	100	80	180	97	106	203
February ...	135	122	257	89	99	188	83	83	166	104	87	191	86	75	161
March ...	91	81	172	91	73	164	85	84	169	115	102	217	127	99	226
April... ...	102	103	205	92	106	198	99	134	233	151	132	283	129	96	225
May	132	151	283	138	151	289	87	110	197	96	100	196	131	110	241
June... ...	104	126	230	107	117	224	77	59	136	113	119	232	146	57	203
July	137	161	298	143	150	293	121	139	260	130	100	230	131	66	197
August ...	46	94	140	46	99	145	98	98	194	57	93	150	100	129	229
September ...	89	114	203	112	72	184	49	99	148	126	154	280	92	112	204
October ...	147	118	265	135	137	272	126	90	216	102	116	218	106	97	203
November ...	103	83	186	78	91	169	104	90	194	81	101	182	120	101	221
December ...	116	121	237	53	128	181	123	79	202	128	105	233	112	137	249
TOTALS ...	1279	1342	2621	1189	1321	2510	1130	1154	2284	1303	1289	2592	1377	1185	2562
Increase (*) or Decrease (—) from previous year				—90	—21	—111	—59	—167	—226	*173	*135	*308	*74	—104	—30

1908.—TABLE A.

Shewing the number of vessels inspected and found insanitary, arriving from Foreign and Coastwise Ports :—

	Inspected.	Insanitary.	No. of Orders issued under P. H. Act.
Foreign—			
Steamships ...	914	319	2
Sailing Vessels ...	60	40	–
Totals	974	359	2
Coastwise—			
Steamships ...	973	359	9
Sailing Vessels ...	615	236	10
Totals	1588	595	19
Gross Totals	2562	954	21

TABLE B.

Shewing the numbers of British and Foreign vessels inspected and numbers found insanitary :—

	Inspected.	Insanitary,
British Steam Ships ...	1572	567
,, Sailing Vessels ...	569	214
,, Flats and Barges ...	78	46
Foreign Steamships	315	110
,, Sailing Vessels ...	28	17
Totals	2562	954
Revisits	499	
Gross Total of Visits and Re-visits	3061	

TABLE C.

Shewing the number of vessels inspected and number found insanitary at different points in the Port:—

	Inspected.	Insanitary.
Acton Grange	14	10
Astmoor Marsh (Wiggs Works) ...	79	39
Barton	4	2
Davyhulme	24	10
Eccles	8	5
Ellesmere Port	171	81
Flixton	5	3
Frodsham Marsh	1	—
Manchester, Salford and Stretford ...	1286	387
Partington	24	8
Runcorn	553	212
Warrington	12	7
Weston Point and Weston Mersey Lock	299	152
Widnes...	82	38
Totals ...	2562	954

TABLE D.

Shewing the Nationalities of the vessels inspected and found insanitary:—

	Inspected.	Insanitary.
British	2209	836
Norwegian	168	62
Swedish	57	18
German	57	11
Danish	23	6
Belgian	12	6
Russian	9	4
Dutch	7	1
Spanish	5	1
French	5	3
Austrian	3	3

	Inspected.	Insanitary.
American	2	—
Greek	2	1
Hungarian	1	1
Italian	1	1
Roumanian	1	—
Totals	2562	954

TABLE E.

Shewing the number of crews of various Nationalities on vessels inspected during the year.

British—		
Europeans	32756	
Lascars	1617	
		34373
Norwegian		2796
Swedish		1042
German		1013
Spanish		510
Belgian		313
Danish		243
Arabs		206
Russian		157
French		110
Dutch		102
Chinese		100
American (U.S.)		92
Austrian		78
Greek		44
Hungarian		30
Roumanian		30
Italian		25
Total		41264

TABLE F.

Giving particulars of insanitary conditions found in the different vessels inspected :

CREW'S QUARTERS.

	Steam-ships.	Sailing Vessels.	Flats & Barges
Accumulations of dirt and refuse in quarters	10	–	–
Air pipes of ballast tank opening in quarters	3	–	–
Accumulation of stagnant water ,,	13	–	–
Ballast tank opening into quarters	4	–	–
Bulkhead defective, allowing dust and dirt to penetrate from hold into quarters ...	–	1	–
Bulkheads defective, allowing communication between forecastles, &c., and w.c.'s ...	10	1	–
Chain lockers open to forecastles, &c. ...	8	3	–
Chain locker casing broken	3	–	–
Condensed moisture forming on iron decks and beams	4	–	–
Decklights, portlights, &c., broken & defective	166	33	12
Discharge pipe of wash-basin connected to soil pipe	1	–	–
Drainage of quarters defective, allowing communication with w.c.'s	13	2	–
No means of drainage	6	–	–
Forecastles, &c., requiring cleansing, painting, limewashing, &c.	175	46	14
Forecastle infested with vermin	1	–	–
Forecastles, &c., deficient in lighting ...	13	4	9
,, ,, ,, owing to lights being covered by deck cargo, &c.	13	–	–
Forecastle overheated owing to cooking being done in same	1	5	–
Improper occupation of cabin	–	–	1
No galley provided for cooking	–	1	–
Forecastle flooring loose and defective ...	13	8	–
Iron over bunks unsheathed	2	–	1

	Steam-ships.	Sailing Vessels.	Flats & Barges
Miscellaneous leakages into quarters ...	48	44	5
Paint, Oil, &c., lockers open to quarters ...	3	11	1
Rabbits kept in galley...	1	–	–
Sheathing over bunks defective	1	–	–
Steward's berth and pantry in one	1	–	–
Ship's gear, stores, &c., kept openly in, or in communication with quarters	6	7	1
Store rooms open to berths	2	–	–
Ventilation inefficient or ventilators defective	84	51	3
CONDITION OF DECKS.			
Accumulations of dirt and refuse about decks	16	–	–
HEATING.			
No stove or stove pipe provided	6	2	–
Stoves and stove pipes defective	35	17	4
OVERCROWDING			
and uncertified accommodation occupied ...	14	3	1
STORAGE OF FOOD.			
No lockers provided	1	–	–
Lockers without doors	28	–	1
Lockers requiring cleansing, limewashing, painting, &c.	4	–	2
Food kept open in berths	2	–	–
STORAGE OF WATER.			
Water tanks requiring cleansing	12	4	2
,, ,, not accessible for cleansing ...	2	4	3
,, ,, defective owing to no proper cover being provided ...	1	4	3
,, ,, leaking	–	1	–
Water casks in a decayed condition	1	8	2

WATER CLOSETS.

	Steam-ships.	Sailing Vessels	Flats & Barges
Flushing apparatus defective	58	3	–
Flush and soil pipes defective	19	2	–
Pans in a foul or defective condition ...	17	10	–
Closets in a foul condition	44	2	–
„ deficient in light, or ventilation, or both	4	7	–
„ doors and seats absent or requiring repairs	11	–	–
Urinals foul and defective	1	–	–
Totals ...	881	284	65

CATTLE BOATS.

The following are the particulars respecting the Foreign Cattle Trade of the Port during the year.

The cleansing of the boats continues to be carried out in a rapid and efficient manner.

STEAMERS.	CATTLE		
	LANDED ALIVE	LANDED DEAD	LOST AT SEA
BOSTONIAN	5470	—	—
CALEDONIAN	4678	4	2
IBERIAN	3648	2	3
MANCHESTER CORPORATION .	3260	—	1
,, COMMERCE ..	2351	—	3
,, TRADER ...	2298	—	—
,, IMPORTER .	1944	—	5
,, SHIPPER ..	1715	—	4
,, MARINER ..	866	—	2
,, INVENTOR ...	522	—	—
,, ENGINEER ..	497	—	3
,, EXCHANGE ..	435	—	10
TITIAN	898	—	—
TINTORETTO	620	—	—
TERENCE	578	—	—
THESPIS	554	—	—
ROSSETTI	361	—	—
Totals	30695	6	33

CANAL BOAT INSPECTION.

REPORT on the Administration of the Canal Boats Acts, 1877-1884. for the year ended 31st December, 1908.

1. Two Inspectors have been appointed by the Authority to carry out the provisions of the Canal Boats Acts, viz.:

HENRY ATKINSON, for Section A, (Manchester to Latchford); and

WALTER RICHMOND, for Section B, (Latchford to Eastham).

Both Inspectors have the Certificate of the Sanitary Institute.

Neither Inspector is required to devote his whole time to the duties of Inspections under the Canal Boats Acts. Their primary duty is the supervision of shipping registered under the Merchant Shipping Act, and they are only required to inspect canal boats at such times as they can spare from their other duties. In the absence of Inspector Atkinson, the Medical Officer's Clerk, George Whalley, has acted as Inspector, and in the course of his duties has made 17 visits to Canal Boats. Mr. Whalley possesses the Certificate of the Royal Sanitary Institute.

For purposes of Administration, the Port is divided into two sections, viz.: from Eastham to Latchford, including Widnes and Warrington, with headquarters at Runcorn, and from Latchford to Manchester, with headquarters at Manchester. Each section is under the control of one of the Inspectors, who is directly and solely responsible to the Port Medical Officer for the proper supervision of his district.

In order to facilitate Inspection, at the lower part of the Canal, the Authority's steam launch is in constant use, so that Canal Boats may be visited at any time or place desirable.

These arrangements are found to work smoothly and in every way satisfactorily.

2. During the year there has been an increase of 66 inspections over those of the year previous. On the Runcorn Section of the Canal 102 inspections were made, thus shewing an increase of 19 over the previous year's number for this Section. On the Manchester Section 48 inspections were made against one during the previous year, the net increase being 47. Although a larger number of inspections have been made it will be noted that the total is but small. The work of the Merchant Shipping Inspectors on both Sections has considerably increased of late years, which has meant a less amount of time being devoted to Canal Boats. The part however which would be taken by Canal Boats in the spread of any imported infectious disease into the interior parts of the country is well recognised by the Authority, and a scheme for improving the supervision has been under consideration.

The number of boats inspected, together with those discovered infringing the terms of the Canal Boats Acts, since the Authority undertook this duty are as follows:—

Year	No. Inspected.	No. Defective.	Percentage.
1902	73	31	42.46
1903	191	77	40.30
1904	230	105	45.65
1905	209	132	63.15
1906	115	73	63.47
1907	84	55	65.47
1908	150	67	44.66

The percentage of defective boats to the total number inspected during the year was 44.66 per cent., a considerably lower proportion than shewn in the previous year's figures.

3. The following is a summary of the insanitary conditions and contraventions of the Act found during the year:—

(*a*) REGISTRATION.

Not Registered	4
Registration incorrect	2

(b) Certificates.	
Not identifying owner with boat	3
Registration certificate absent	6
(c) Marking.	
No Marks	1
Marking indistinct, or on one side of boat only	7
(d) Overcrowding.	9
(e) Separation of Sexes (want of)	5
(f) Cleansing and Repairs.	
Cabin requiring cleansing	2
Cabin dilapidated and requiring repairs	8
Defective deck, sides, &c., causing leakage into cabin	12
Bulkhead defective, allowing communication with hold	2
Decklights leaking into cabin	3
(g) Ventilation.	
Ventilation inefficient	6
Ventilator defective	1
(h) Painting.	
Cabin requiring painting	15
(i) Provision of Water Cask.	
No water vessel on board	1
No *efficient* water vessel on board	9
Water casks decayed and water vessels requiring repairs	10
(j) Removal of Bilge Water.	
Bilge pump absent	12
	118

(*k*) OTHER CONDITIONS.

Lighting deficient	1
Water tank not accessible for cleansing	1
Defective stove or stove pipe	2
Insufficient sleeping accommodation ...	1
Total ...	123

The proportion of infringements per boat works out at 1.83.

4. The usual steps have been taken to secure compliance with the Acts. In all cases complaint notes have been promptly served upon the owners, and, if not attended to at the end of the prescribed number of days, a postcard asking for return of the certificate has been duly forwarded. If these methods have not proved effectual, a letter pointing out the importance of attending to the Authority's requirements has been written.

5. No cases of infectious disease have required to be dealt with.

6. No legal proceedings have been taken during the year. The number of complaint notes issued was 64, and of these 44 have been returned properly attested up to date. Steps are being taken to ensure due return of the balance.

STEAM LAUNCH.

On the whole the Launch may be stated to have been running satisfactorily during the year, the amount of repairs required also having proved to be about the average.

A slight accident occurred to the boat on the morning of Friday, November 30th, during a dense fog, whilst she was tied up at the Coal Barges at Runcorn. The S.S. "Greta," whilst proceeding along the

Canal, collided with her on the port side, breaking several windows and damaging the woodwork. The owners of the vessel were immediately advised of the accident and, in due course, made good the damage.

Investigation was made by Alderman Parr and Councillor Evans during May, on the usefulness of the "Hygeia" on the Lower Section of the Canal, and it was reported to the Authority that in their opinion it was absolutely necessary for the Inspector to use the waterway to carry out his duties. The Authority therefore decided to continue the present arrangements.

W. F. DEARDEN,
Port Medical Officer.

SHIPPING INWARDS TO THE PORT OF MANCHESTER.

FROM JANUARY 1ST TO DECEMBER 31ST, 1908.

		MANCHESTER		RUNCORN		ELLESMERE PORT.		WIDNES		WARRINGTON.		TOTALS.	
		No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage	No.	Tonnage
Foreign ..	STEAMERS .	1,146	1,438,233	97	53,835	63	37,926	—	—	64	49,025	1,370	1,579,019
	SAILING......	1	710	51	26,752	18	10,039	—	—	—	—	70	37,501
Total Foreign...		1,147	1,438,943	148	80,587	81	47,965	—	—	64	49,025	1,440	1,616,520
Coastwise	STEAMERS...	1,964	505,788	929	118,525	355	40,808	823	50,749	49	7,717	4,120	723,587
	SAILING	66	4,531	730	63,527	78	9,988	213	15,084	—	—	1,087	93,130
Total Coastwise		2,030	510,319	1,659	182,052	433	50,796	1,036	65,833	49	7,717	5,207	816,717

The above has kindly been supplied by H.M. Collector of Customs for the Port.